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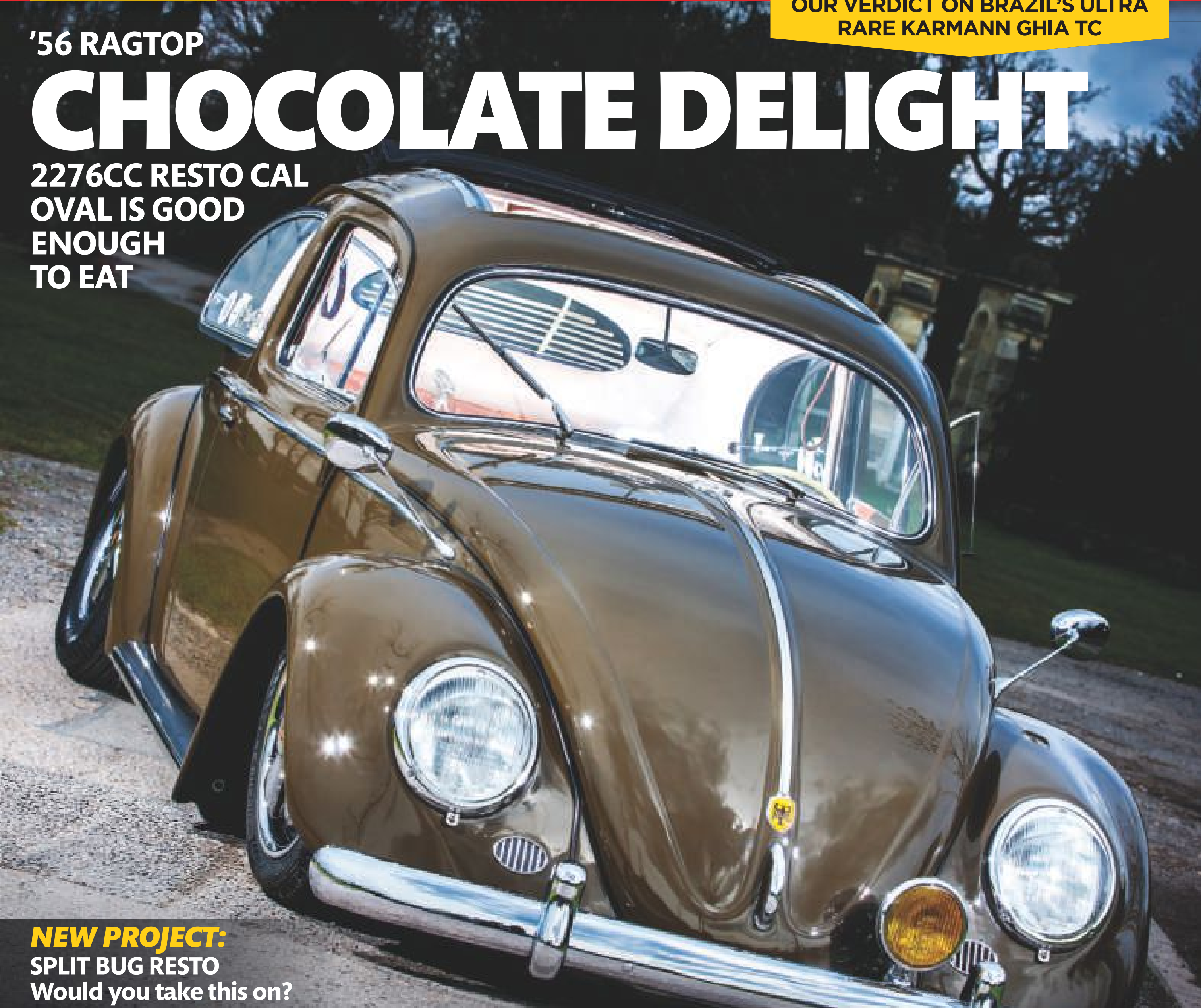

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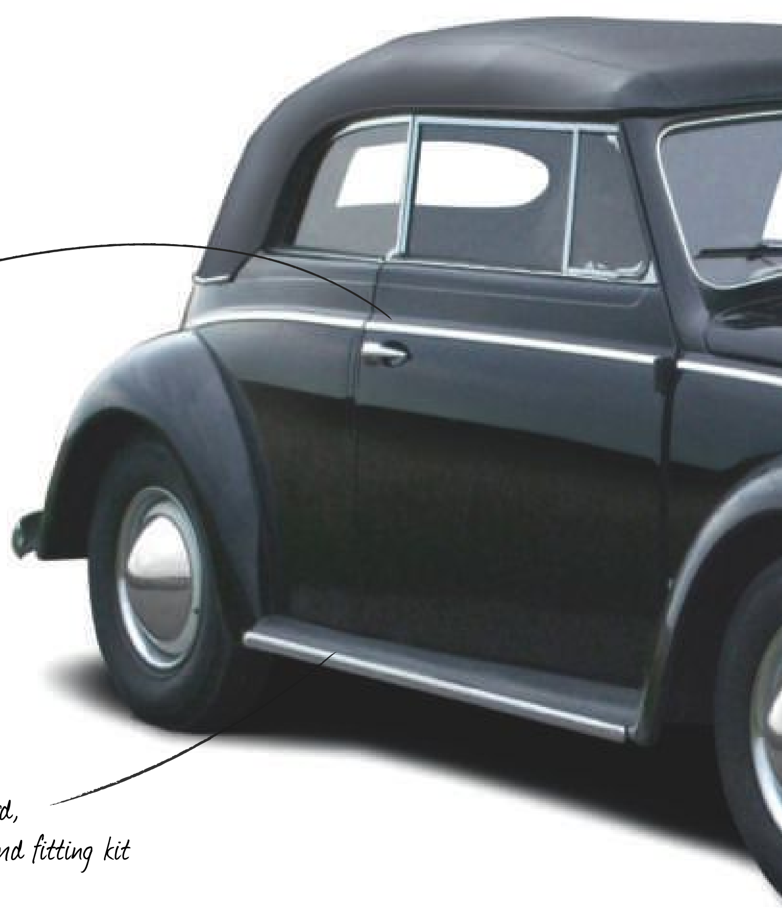

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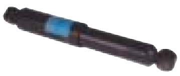

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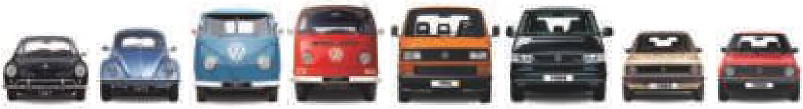

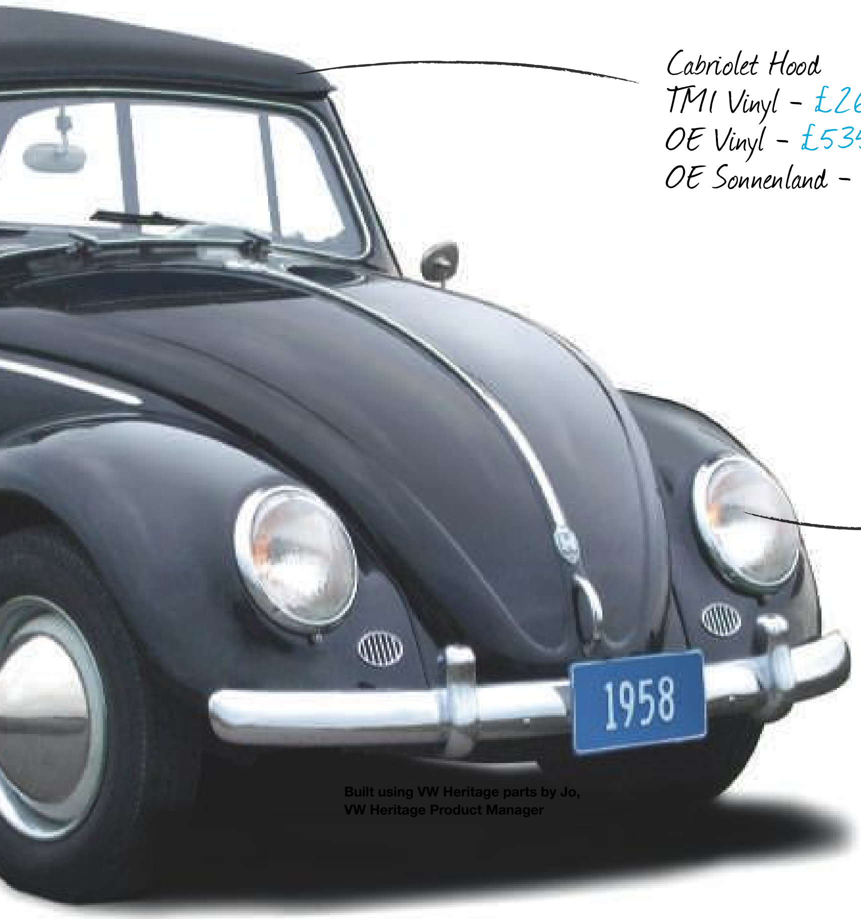

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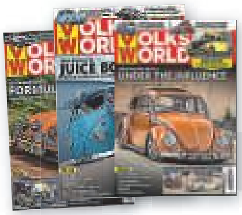

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The show goes on…

It's not too late to grab a bit of tartan rug open field action this year and here's a list of Dub events to whet your appetite…

AUGUST

VW Whitenoise
When: August 4-7
Where: Euston Park, Suffolk
Web: www.vwwhitenoise.com

Bug Run Classic
When: August 5-6
Where: Tierp Arena, Sweden
Web: www.bugrun.com

Le Bug Show
When: August 5-7
Where: Spa Francorchamps, Belgium
Web: www.vwbugshow.be

International Karmann Ghia Show
When: August 5-7
Where: Hesbay, Belgium
Web: facebook.com/474918026032341

VW North West/Tatton Park
When: August 7
Where: Tatton Park, Cheshire
Web:www.vwnw.co.uk

Beach Buggin'
When: August 7
Where: Southsea Common, Portsmouth
Web: www.beachbuggin.co.uk

VW Festival
When: August 12-14
Where: Harewood House, Leeds
Web: www.vwfestival.co.uk

VWeekend
When: August 12-14
Where: Koege, Denmark
Web: www.vwweekend.dk

International Winkertreffen
When: August 13-14
Where: Schloss Zeillern, Austria
Web: www.winkertreffen.at

Let's Bug Together
When: August 18-21
Where: Lesce – Bled, Slovenia
Web: www.lets-bug-together.com

V-Dub Island
When: August 18-22
Where: South Fairlee Farm, Isle of Wight
Web: www.v-dubisland.com

Bugnic Aircooled VW
When: August 19-21
Where: Gleiritsche, Germany
Web: www.acc-oberpfalz.de

Viva Skeg Vegas
When: August 19-21
Where: Revesby, Lincolnshire
Web: www.vivaskegvegasvw.co.uk

Scandinavian Cal Look Classic
When: August 19-21
Where: Gardermoen Raceway, Norway
Web: www.sccevent.com

Cornwall VW Jamboree
When: August 26-29
Where: Stithians Showground, Cornwall
Web: www.cornwallvwoc.com

SEPTEMBER

VW Action
When: September 2-4
Where: Santa Pod Raceway, Beds
Web: www.vwaction.co.uk

Busfest
When: September 9-11
Where: Malvern Showground
Web: www.busfest.org

VW Porsche Classic
When: September 10-11
Where: Sion, Switzerland
Web: www.vw-porsche-classic.ch

Wood' Coxerre
When: September 10-11
Where: Auxerre, France
Web: facebook.com/woodcoxerre

VW Tossa De Mar Show
When: September 16-18
Where: Tossa de Mar, Catalunya
Web: www.avwc.org

V Dubs in the Valley
When: September 16-18
Where: Bewdley, Shropshire
Web: www.vdubsinthevalley.co.uk

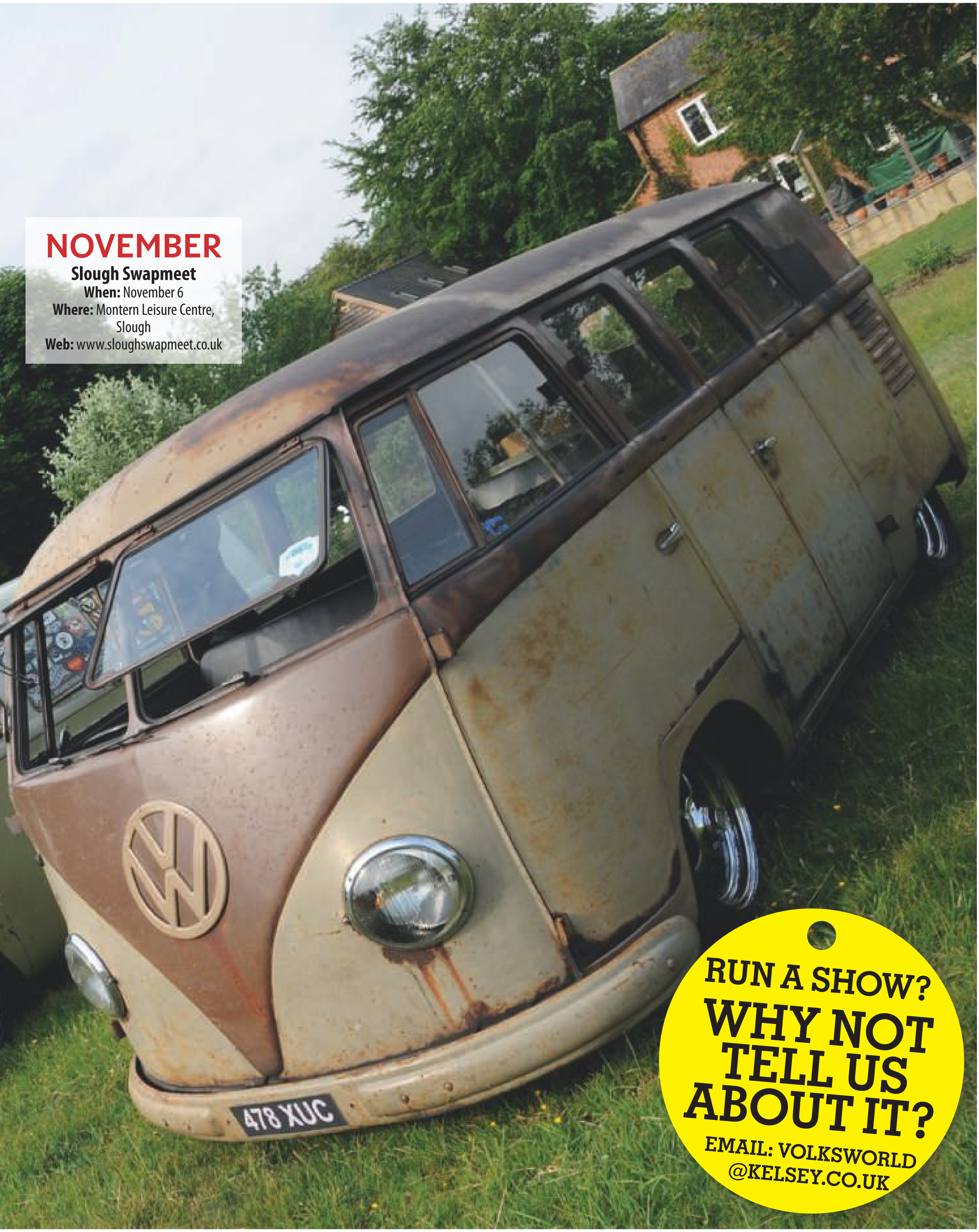
Grill-n-Chill
When: September 16-18
Where: The Hop Farm, Kent
Web:www.grill-n-chill.co.uk

Dubs in the Forest
When: September23-25
Where: Lytton Lawn Touring Park, Hants
Web:www.dubsintheforest.com

Dubs Int' Dales
When: September 23-25
Where: Camp Katur, North Yorks
Web: www.dubsintdales.co.uk

Oktoberfest
When: September 30 – October 2
Where: River Dart Country Park
Web: www.oktoberfestuk.com

Golden
COLA



NOVEMBER

Slough Swapmeet
When: November 6
Where: Montern Leisure Centre, Slough
Web: www.sloughswapmeet.co.uk

RUN A SHOW?
WHY NOT TELL US ABOUT IT?
EMAIL: VOLKSWORLD@KELSEY.CO.UK

Editor Ian Cushway - volksworld.ed@kelsey.co.uk

Welcome...

As a newcomer to the *VolksWorld* fold, Ian Cushway thought he'd better show you his credentials

You could have knocked me down with a feather. In fact, I wondered whether the whole thing was just a cruel prank. Either way, when a call came in from Kelsey HQ offering me the job of editing *VolksWorld*, I didn't know whether to laugh, cry or perhaps have a crack at doing both at the same time.

It's my dream job. And being handed the gauntlet of editor fills me with a mix of excitement, anticipation and a deep sense of responsibility given the magazine's long and prestigious heritage. After all, it was there right from the start and I am stepping into the shoes of some pretty big names, notably its founder, Keith Seume, and latterly the VW figurehead that is Ivan McCutcheon, not forgetting James Peene and his team who have done a tremendous job over the last few years.

Back story

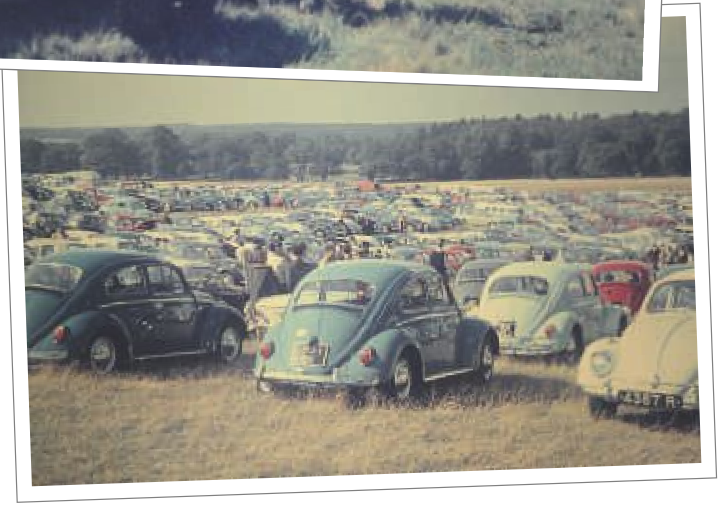
Before I unleash my first issue on you, though, I feel it only polite to provide a proper introduction. Like many Volkswagen enthusiasts I guess, I inherited my love of all things VW from my dad. He had a '57 Oval in the early '60s, at a time when everyone else was driving Ford Anglias, and we travelled throughout Europe in it, all five of us, the tiny under-bonnet storage space taken up by an old fashioned canvas tent, tins of baked beans no doubt, and all the necessary camping gear. We then had a '65 Beetle, followed by a 1966 1600 Variant before going back to various Beetles in the early '70s. By the end of that decade, we had graduated to an Early Bay Window Bus with a Danbury D4/6 camper conversion, which my dad purchased from Abridge Engineering in Essex as a 'used approved' car off the forecourt.

My first VW show was in 1967. It was at Woburn and I had my picture taken next to a Formula Vee with my older brother obviously watching over me so that I didn't put my sticky fingers all over it.

My mum drove a Beetle, my brother drove a Beetle, my schoolfriends all drove Beetles, so it was a no brainer that I would get one, too. In fact, my first Beetle was a 1964 Cabriolet, which I bought as a basket case for £500 when I was 16 and did up on the driveway when I was bunking off school. My dad towed it home, canvas roof flapping, the insides stuffed with various other seats, wings and bumpers – I think the seller was just pleased to get rid of it all from his lock-up.

> “my first Beetle was a 1964 Cabriolet, which I bought as a basket case for £500 when I was 16”

That's me with the snazzy shorts and the hand-knitted jumper. It was 1967, my first VW meeting



Woburn, 1967 – one of the very first UK VW gatherings. Most of the cars here were just a few years old when this photo was taken

Stevenage VW club

We were in the Stevenage VW club, I went to VW Action in '76 and went through several other Bugs, including a '65, a '63 Norwegian import, a really nice, low mileage, black '64 that still had the original plastic protection on the seats, a Jeans Beetle, a green 1303, a white 1303. You name it, I probably had it. My last really nice Beetle was a 1979 US-spec Cabriolet that I bought with just 29,000 miles on the clock.

Like most of you, no doubt, life, houses, work and family somehow got in the way of my VW hobby, although that didn't stop me getting into the water-cooled VW scene. But the Mk1 Golf and early Scirocco GTi I owned never quite had the charisma of the air-cooled models, which is why I bought another

Where eagles (and old Beetles) dare. We toured Europe in our Jungle Green '57

Dad loved explaining things, including of course the workings of a Beetle's air-cooled engine I suspect

Family affair. All my family (and friends) ended up with a VW of some description

Most of my 'yoof' was spent fiddling with Beetles. You can probably tell that I hand painted those whitewalls

Going full circle in more ways than one – I'll be passing on the baton with my latest project. You can read all about it on pages 72-73

'65 Beetle about 10 years ago, before moving on to a Type 25. Those came and went as I started my own family and the Campers went to make space for a nine-seater T5.

To fund all these projects, it made sense to steer my work towards car journalism. While I've edited a variety of different motoring titles, *VolksWorld* feels like home. It's like I have gone full circle.

So that's my story. I don't confess to know everything, but what I lack in technical knowledge I more than make up for in sheer passion. I've jumped in at the deep end with my new '68 1500 project (see pages 72-73), which I hope to get ready for my son, Charlie, to learn to drive in. And thus, a whole new generation of VW-loving Cushways will be born.

In the meantime, wish me luck, and I hope you get as much fun and inspiration from this issue as I did putting it all together… ■

Open all hours…

The Just Kampers' Open Day in June proved a massive success, with all proceeds going to charity

Just Kampers held its ninth annual Open Day on 11 June, with an impressive 2,000 visitors descending on its Odiham HQ to enjoy a relaxed weekend of rural camping, bargain prices and mellow entertainment.

As always, raising money for charity was a big part of the JK event and this year it managed to amass a worthwhile £8,196.84 for Cancer Research UK. This money was raised through the generous donations of people on the day, as well as many of the local businesses and traders who were in attendance. It is a great total for a fantastic cause, and we've been asked by JK to express its thanks to everyone involved.

A number of other businesses were also at the show, including BugBar, Pizza Pickup and Beetle Link, so it was a great showcase of what the VW scene has to offer for anyone looking to take the plunge into VW ownership. And clearly there were plenty of them as the vehicles for sale area was buzzing all day.

Camping plots for the weekend were sold at £25 per plot, and 100% of that money went to Cancer Research. With such an enormous field to camp in, you could choose between sticking close to the free toilets and showers, or venturing to the far side to camp near the forest.

The weather mostly held out, and the few spots of rain that did fall didn't affect the happy, laid-back atmosphere at the show. It was great to see families and friends relaxing outside their VWs, enjoying a drink and / or a BBQ, and soaking in the peace and quiet that JK HQ's rural setting offers.

The evening saw people congregating around the yard outside JK HQ – which is usually full of trucks, vans and lorries making deliveries or picking up parcels – for a silent disco and live set from JK's resident DJs, or just enjoying drinks with friends. Overall, the weekend was a massive success, and we're already looking forward to JK's 10th Open Day in June next year.

Rural location proved ideal, with roughly 2,000 visitors making the day a great success

Despite occasional showers, JK's open day raised £8,196.84 for Cancer Research UK

Air-play

This month we catch up with Justin Wynn from Custom & Commercial (www.customandcommercial.com) for a chin-wag and to find out about his love of the internet, Karmann Ghias and his loathing of social media negativity

Justin's love of camping comes with the territory

VolksWorld: **Hi Justin, how's it going?**

JW: *It's going great!*

VolksWorld: ***Blind Date*** **time. Can you tell us where you're from, your age and what hobbies you enjoy doing while not getting stuck into VWs?**

JW: *I am from Bookham, Surrey, where the business is based, I am 38 and, when I am not working, I like camping, travelling and relaxing with family and friends.*

VolksWorld: **So how did you first get involved with the scene? What was your first VW?**

JW: *My dad was given a 1972 Bay Window Pick-Up, which he still has tucked away in his garage. One day, when I was 19, he woke me up from a hangover and dragged me to Vanfest (three hours away from my bed!) to get some parts. I saw how busy it was and thought I could buy second hand parts, clean them up, chrome them and sell them. This is how the name Custom & Commercial was born. I then got myself a 1969 double side door Panel Van, which was to become the first of many.*

VolksWorld: **When did you start the business? And have you diversified from that original concept?**

JW: *I started in my bedroom at my mum and dad's house when I was 19, in 1997. Then it expanded to the spare room, then a shed, then the family garage. As well as re-chroming old parts, we started building door locks. We are now based in an industrial unit in Bookham and stock over 10,000 product lines of brand new items, as well as a huge range of used and reconditioned parts. We aim to supply the highest quality parts we can get. For the last few years we have also been the UK distributor of the Klassic Fab range of repair panels.*

VolksWorld: **What's your favourite all-time gadget?**

JW: *The internet.*

VolksWorld: **What's blasting out from your iPhone / car CD player?**

JW: *Anything the radio is playing.*

VolksWorld: **Bay, early KG or late edition Beetle Cabriolet?**

JW: *Any VW Commercial, or Karmann Ghia, or my T5.*

VolksWorld: **What's your favourite VW show?**

JW: *We have always loved the shows and this is a huge part if our business but Busfest, VolksWorld and Bug-In are the most work but the best for us as we really show off what we do and get to meet so many amazing people from all over the world.*

Justin's first show – selling bits from the back of his dad's Bay Window Pick-Up

Bringing things more up to date – C&C's vast stand at a recent Busfest

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New LEGO Beetle arriving in August

What Volkswagen head doesn't have a model VW or two kicking about? Well, clear the mantelpiece because you are definitely going to want one of these

Words and photos Mike Pye

Hot on the heels of the success of LEGO's Split Screen Camper (set no. 10220) released in 2011, the Danish toy maker is poised to release a much anticipated Beetle equivalent. It's not the first time the company has offered a large scale Beetle model, but this latest version is a significant improvement on the much more angular 2008 version (set number 10187 for the LEGO buffers), which has long been the preserve of eBay, or specialist websites.

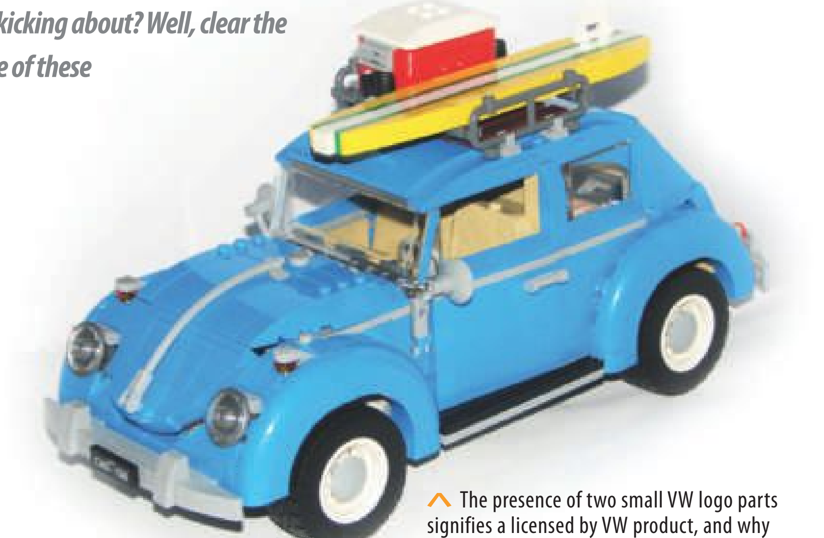
Again loosely based on an early '60s Beetle, this 1,167-piece set comes with some wonderful new elements, including curved wing sections, to make a much more convincing body shape. It features opening doors, bonnet and engine lid, folding seats, a removable spare wheel and a removable roof section for easier access to the interior.

Though the accompanying surfboard, beach mat (the part, years from now, LEGO collectors will go nuts for) and the stocked cool box are fun, the one thing I felt lacking was a steering mechanism, but perhaps that's expecting too much of a set that in the Creator Expert range. Having said that, it's aimed at 16+ so a bit more functionality would I'm sure have been appreciated.

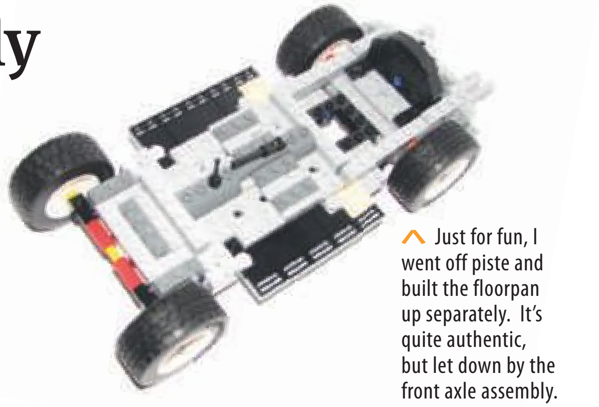
Knowing how people have enjoyed modifying the LEGO Camper, I immediately found myself looking at ways it could be lowered, or twin carbs added to the engine, and wondering how it might look in different colours, but there were enough uncommon elements in this unusual colour model to make re-building it another colour very tricky. Still, the azure blue with tan interior combination is fitting so I'm not complaining. At 29cm in length, it's pretty big too, and certainly lives up to its claim of being a challenging model to construct.

Being more at home in the world of LEGO Technic, where I have always been impressed by the model's strength and rigidity, the first thing that struck me upon completion was the apparent fragility of this model. Even just taking these photos, the doors came off their hinges and the lift-off roof panel lifted off parts of the roof itself. My suspicions were confirmed after an accidental crash test by number one son, so I can now confirm this is more a display than play model. Of course, being LEGO, nothing actually broke (well, one connecting pin did bend beyond use) so now I have the pleasure of building it again. This time, though, it will go on a higher shelf… ■

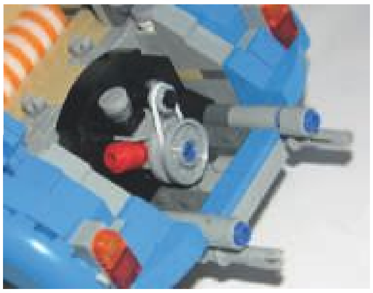
> "I immediately found myself looking at ways it could be lowered"



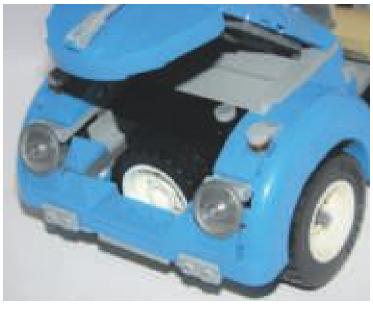
^ The presence of two small VW logo parts signifies a licensed by VW product, and why wouldn't it be? Stick a few of these in a prominent position in the local VW dealership and they'll sell like hot cakes



^ Just for fun, I went off piste and built the floorpan up separately. It's quite authentic, but let down by the front axle assembly. Lowering will require a fair bit of re-building



> The engine is an absolute triumph, and my favourite part. There are no special elements used, yet it manages to look very realistic



v Under bonnet detail is good, especially the fuel tank with VW logo filler cap. Oddly, though, the spare wheel is smaller than the other wheels

> LEGO Beetle

From: LEGO stores; lego.com
Price: UK: £69.99
The LEGO Beetle will be available to buy from 1 August this year.

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PRODUCTS

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Tin tastic

From: **vwheritage.com** **Price:** **£99.95 (front) and £149.95 (rear)**
Original breastplate tinware for the '72-on VW Bay Window has been obsolete for some time now and, while it might be tempting to ignore it if your Bus doesn't have already it, because it separates the cool and hot zones of the engine if it isn't in place cooling will be severely compromised. With this in mind, VW Heritage has seen fit to re-manufacture it from OE-thickness steel, faithful to the factory pressing to ensure a good fit.

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From: **www.machinemart.co.uk** **Price:** **£167.98**
Portable air compressors don't come much more portable than the new Clarke Champ3 2hp with its comfortable grip handle and durable steel frame. Convenient, tough, lightweight (25kg) and packing a powerful punch with a 7 cubic feet per minute (cfm) capability and a maximum operating pressure of 8bar, it's ideal for spraying, as well as a number of other workshop tasks. With a simple to use on / off automatic pressure switch control it's a doddle to use, too. Supplied with 1.6m of cable and a hose or cable storage plate.

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From: **www.meandmycar.co.uk** **Price:** **£24**
Brighten up any work with this Camper memory stick, resplendent in blue and with 8GB of available space. It features an officially licensed 1:72 scale VW Camper in die cast metal and incorporates a flash drive for use with a PC, desktop computer or laptop running Windows 7, 98, 98SE, ME, 2000, XP, Vista or Mac OS/X. Cleverly, the headlights light up when the memory stick is transferring data.

Top lumps

From: **eBay** **Price:** **£8 a pack plus £2 postage and packing**
The next time you are enjoying a weekend away in your VW, ditch the iPhone, leave the adult version of Twister until a bit later and crack open a pack of Dub Tonic playing cards instead. Each pack allows you to play any number of different games, including conventional Top Trump-style comparisons, word games, maths games and even just your usual card games as you would do with a conventional pack of playing cards. In a nutshell, hours of fun for all the family.

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The only pack of cards you'll ever need.

VOLKSWAGEN

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From: **www.ashleywildegroup.co.uk** **Price:** **from £20 for single duvet cover set**
Bring some classic style to your bedroom with VW-related bed linen from Ashley Wilde's new Volkswagen Collection. Its range includes Cities, Beetles, V-Dubs and Hawaii – all of which feature classic VWs in one form or another, with accompanying cushions finishing off the look. To complement the bed linen, there is also a coordinating range of fabrics, ideally suited for curtains, blinds and other soft furnishings.

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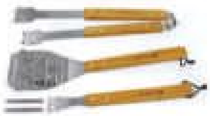
VW0003 VW T1, 3 Piece Stainless Steel BBQ Set



VW0017 VW T1 Military Cap

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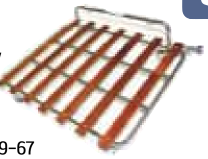

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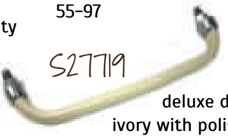

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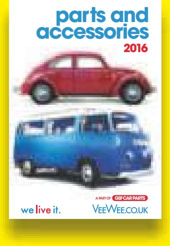

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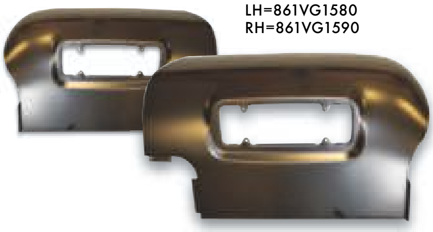

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Don't judge a Bus by its cover

Bus blues

Jennifer Jones, Brighton

I've been into VWs for years and, having sold my Mk6 Golf and plundered a savings account that I'd been paying into for decades, managed to raise enough money to buy a Bus. I know values have gone through the roof recently, but I honestly thought £10,000 might be enough to get a pretty good Type 2. Not a minter, or '60's Samba, but at least one I could jump in and enjoy at weekends. Sadly though, having looked at quite a few, I've come to the conclusion that there's an awful lot of overpriced dross around. One Bay I went to see looked like a child had re-wired it with bits of insulating tape basically holding all the electrical connections together. The advert for that vehicle said it was "totally solid", but someone had obviously spent a day underneath with a welding torch then covered the whole lot in thick black underseal so you couldn't see just how badly it had been bodged. I am beginning to wonder whether there are truly any 'honest' Buses out there or whether their high value has simply led to cowboys getting involved in the scene who just see them as a way to make a fast buck.

Plenty of good Buses do exist Jennifer, but they won't be cheap these days I'm afraid. If you can live with left-hand drive, we'd strongly suggest you consider an import from a drier, sunnier country. Take the "rust-free, dry state etc." thing with a pinch of salt as, believe me, it rains in California too, but you stand a better chance of finding a solid Bus that way. Keep looking, speak to the various specialists that advertise with us and, if you are even remotely concerned about bodges on a Bus you look at, walk away. There are plenty of Buses around.

Denzel delight

Paul Moffat, Cheshire

I was trawling the internet the other night, as you do, and came across a vehicle called the Denzel, so did a bit of digging. Apparently, it gets its name from its Austrian creator, Wolfgang Denzel. He started making cars after WW2 by fitting wooden bodies on VW Kübelwagen chassis before producing aluminium sports car bodies based initially on Beetle floorpans, and later on his own bespoke box-section chassis from around 1952. They were sold under the name 'WD' before the name was changed to Denzel in 1957. Engines were Beetle derived but usually highly modified with Mahle crankshafts, pistons and cylinders, as well as twin-carb set ups, allowing him to extract as much as 86bhp from a humble 1.5-litre unit. Virtually all of the tinware on the engine was unique to Denzel. Only 65 were made, so it's pretty rare.

Thanks for that Paul. We've seen a couple of Denzels in our time but they're certainly not common. You're right about the racing pedigree, but we weren't aware they were ever offered with 1500 engines, only two stages of tuned 1300s. Here's another interesting fact – the company Denzel commissioned to make the aluminium bodies was the same company that made the bodies for many of the so-called Gmünd Porsche 356s.

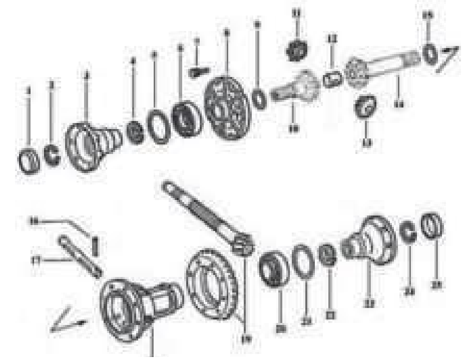
Mind blowing

Sven Poelmans, via email

Has someone lost his mind before while working on a Beetle? If yes, I might be going the same way. My problem concerns the transmission on my 1974 1303S. The previous owner had an AM-code transmission installed, whereas it should have the AT-code 'box. So, I decided to take the AT transmission from my other 1973 1303S. This one has been sitting around for 30+ years, so I decided to change all the gaskets. I went online, looked up all the parts I need and ordered them. All except one, which is driving me crazy.

Looking around on the internet, referring to all my books / manuals and looking at some instruction videos, they show a spacer (some call it an 'adjusting washer'). I have attached a picture of the part (item numbers 5 and 21), but I can't find it on any of the online stores. Can any of your readers tell me what the mystery items is, what it does and give me some idea of where I can get one?

As a side question, would it be okay to use the AM-code transmission with a 1641cc engine? Thanks for any help anyone can give me.



Spot the adjusting washer...

Hi Sven, the part(s) you refer to look like some kind of spacer to us but as we have never had the confidence to delve into a gearbox ourselves we can't be sure. What we can be sure of though is that we know a man who will be able to help. Contact Peter Englezos at Cogbox (tel. +44 (0) 208 842 2580 / www.cogboxtransmissions.com). What Peter doesn't know about VW gearboxes isn't worth knowing. Alternatively, try VW / Porsche transmission specialist, Bears Motorsport (tel. 0121 742 2200 / www.bearsmotorsport.co.uk).

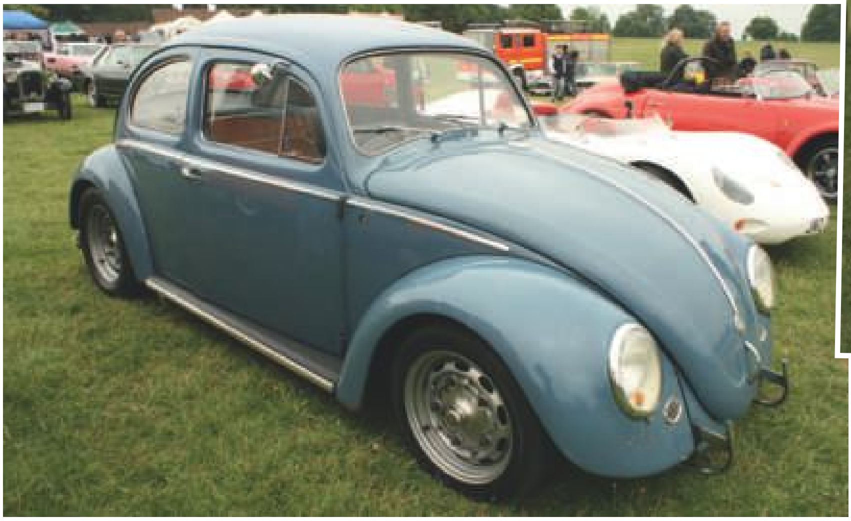
Shining effort

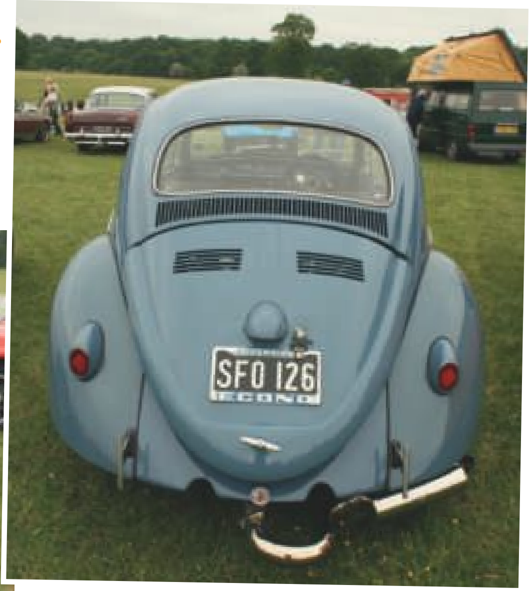
Brian Wilson, Kent

I watched *The Shining* again the other night and totally forgot the opening sequence and the fact that it featured Jack Torrance (played by Jack Nicholson, of course) driving a yellow Beetle through the forested Montana wilderness to the Overlook Hotel. I wonder if that Beetle still survives?

The internet holds all the answers Brian. Loved your work with the Beach Boys *by the way.*

Car of the month





^ Cabrio decklid, stood away at the bottom, helps extra air circulate through the engine bay

< Stock colour, all the trimmings and 356 steels all combine for a real sleeper look

Adrian Challis, 1959 Cal Look Beetle

Adrian's Beetle was restored some time ago by a young enthusiast, and then later given to a young lady as an 18th birthday present. It eventually became a little ragged around the edges, and was eventually sold to finance a house project, which is when Adrian acquired it. Since then, he has converted the electrics to 12V and fitted a 2007cc John Maher Racing engine with twin 44IDF Webers, and a Cogbox gearbox.

"I had the engine dyno tuned by Peter Baldwin in Royston, Herts, who is an absolute genius," enthuses Adrian. "I was pleased to learn it is pushing out 174bhp, so it's reasonably pokey.

> "it is pushing out 174bhp, so it's reasonably pokey"

"At the front, there's a two-inch narrowed beam, fitted because the dropped spindles widen it half an inch each side and the CSP discs have taken it out another half inch, so the narrow beam isn't really noticeable." With all that extra horsepower available, Adrian felt an upgrade to CSP rear discs as well was a wise move, and he says he very pleased with how it brakes now.

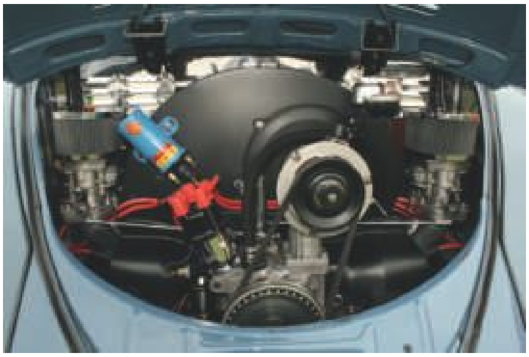
"The rest of the interior is original, including the door cards and front seats, though the rear seat has a strange stitch line running horizontally through the back rest, which puzzles me as to why? I wanted a black leather-rimmed steering wheel, so I fitted a Nardi one. I think wood rim wheels look better on boats!" quips Adrian.

Externally, the Beetle still has its original semaphore indicators, now converted to 12V, Porsche 356 steel wheels, custom made front nerf bars, an Economotors licence plate surround and a peep mirror.

"The car is starting to look a little tatty now, and there's not a straight panel on it. If you look carefully, you'll see there's even a ding on the roof," he says with a grin, "though I still get a bit nervous when leaving it unattended in supermarket car parks.

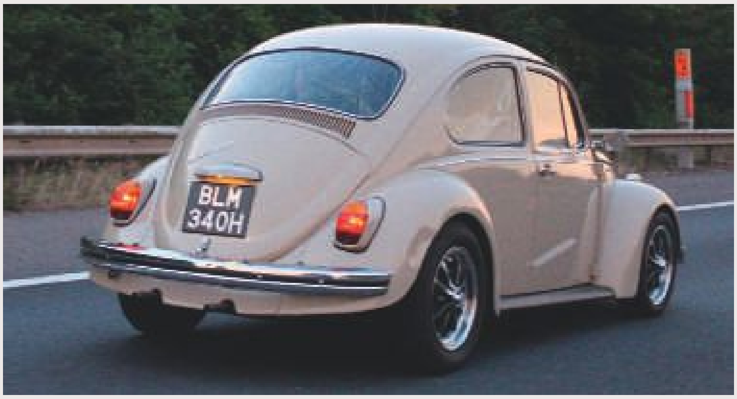
"The car was repainted in cellulose and there is the odd run here and there, but I really don't want to take it off the road to paint it again as it's my sole VW play thing and I don't like the thought of being without a car." We hear you on that one Adrian. From where we're standing, the car looks just fine so we'd live with the odd run and keep enjoying driving it.

˅ Punchy 2007cc JMR engine looks the part with its 30 horse-style fan shroud and satin black detailing



˅ Simpson harnesses were a condition of Adrian being "allowed" to fit a big motor!

^ Smiths, Auto Meter, Nardi and Moon are the big names in here



James Price, 1970 1300 Beetle

James has owned his Bug for about three and a half years, having bought it as a project to do with his dad. "I decided from a very young age that my first car would be a Beetle after watching *Herbie* on repeat. After going to my first Bug Jam in 2004, I was hooked."

Initial plans were for a rolling restoration, but the car required a lot more work than was first thought. "It had been sat on a driveway and, from what we can work out, was last on the road in 1989. It didn't look too bad initially. We knew we'd need to overhaul the brakes as it had been standing for so long, and thankfully most of the mechanical parts were salvageable.

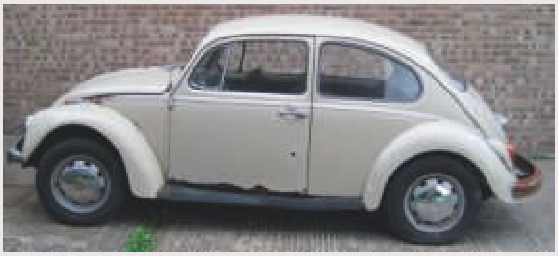
"In the end, it's taken us nearly two years to do, which was a lot longer than we thought. At least now we know what we've got, and everything is strong and solid again. Not only that, I've been able to put my own mark on it in the process." By that he means fit the Sprint Star replicas and lower it on dropped spindles to give it the nose-down look he wanted. "I wasn't too happy with how it sat at first. A narrowed beam would have completed it but, once you're in it and it's dropped down another inch or so it's perfect, and also practical."

Fortunately, they started the project early, and the car was ready for when James passed his driving test, and the start of show season, which was a bonus. James has used it as a daily ever since for college and work, and reckons it makes a great first car. "The insurance was cheap as chips, at least compared to what my mates were paying for their cars."

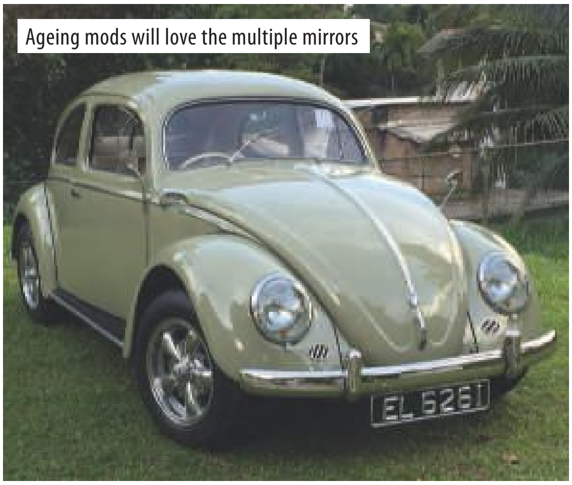
Sensibly, James and his dad didn't go mad on the paintwork, so the car still wears some of its original Savannah Beige paint. "We left all the old dents as they are as every dent gives it some history. I haven't added to them yet…" he smiles.

My dad deserves a shout out for his part in all this. All of the work was done at home in the garage, and his own Bug was pushed to one side while we did it. I plan to keeping it for as long as I can, just racking up miles and going to shows, before passing it on to the next VW generation."

^ Ah, there's nothing like a bit of plastic basket weave to burn your legs in the summer!



> Quite the transformation, eh? Great work guys



Ageing mods will love the multiple mirrors

Arjuna Medagama, 1954 Oval Window

Arjuna lives in Sri Lanka and currently owns three Beetles – the early '54 Oval you see here, a '72 1300 and a '78 Last Edition Beetle.

The '54 has been the subject of a complete restoration, which Arjuna says was a real labour of love, inspired and helped along the way by some useful advice and information gleaned from the stories read in *VolksWorld*, which he says kept him entertained.

Despite working with limited resources, and in a country where parts are few and far between, especially for such an early car, he's managed to carry out a truly astonishing restoration, which is a credit to his skills and determination.

^ Heart tail lights, single tailpipe exhaust...

< ...Batwing wheel, ridged doors, straight shifter, push-button starter... all the early Oval giveaways

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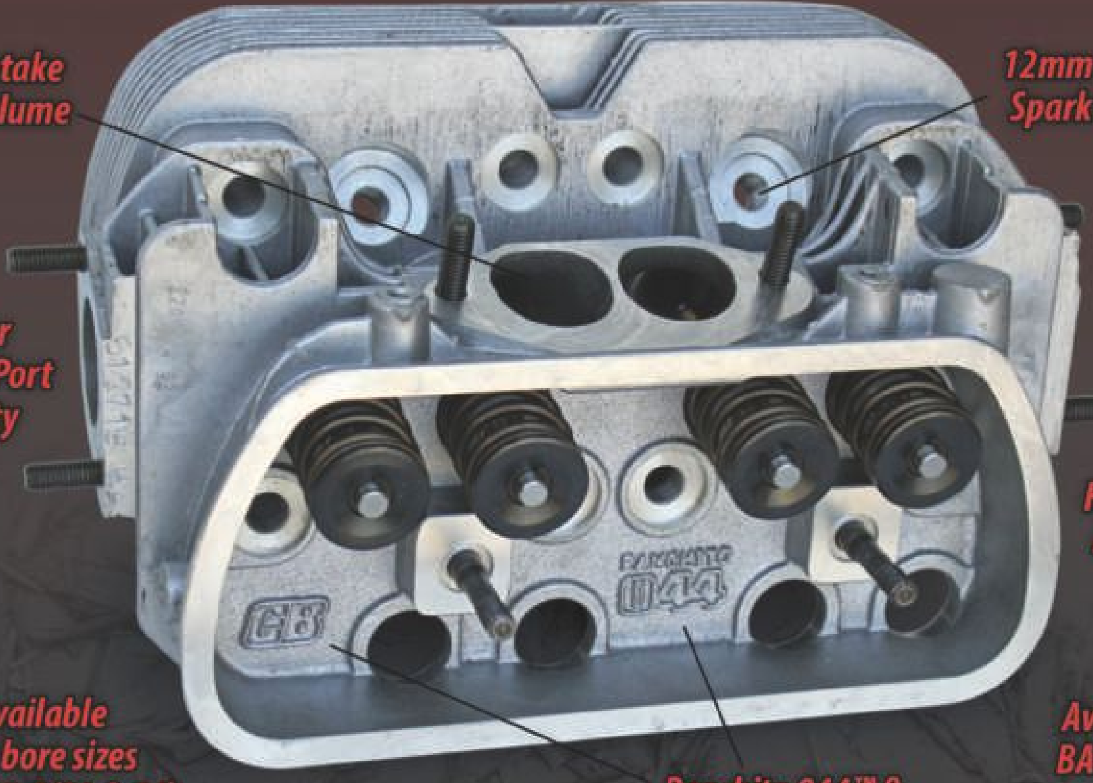

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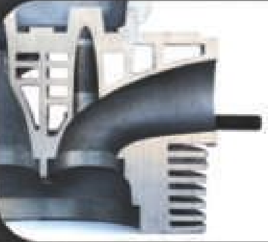

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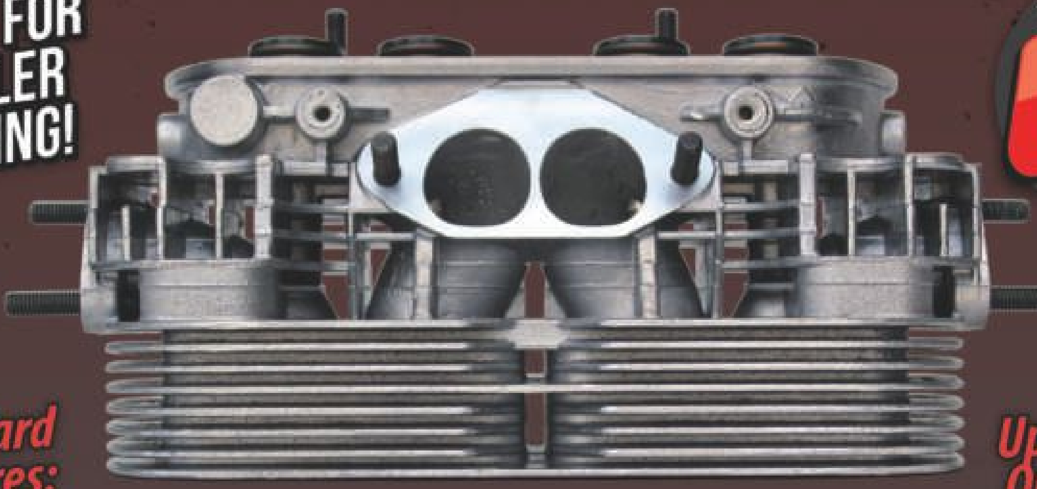

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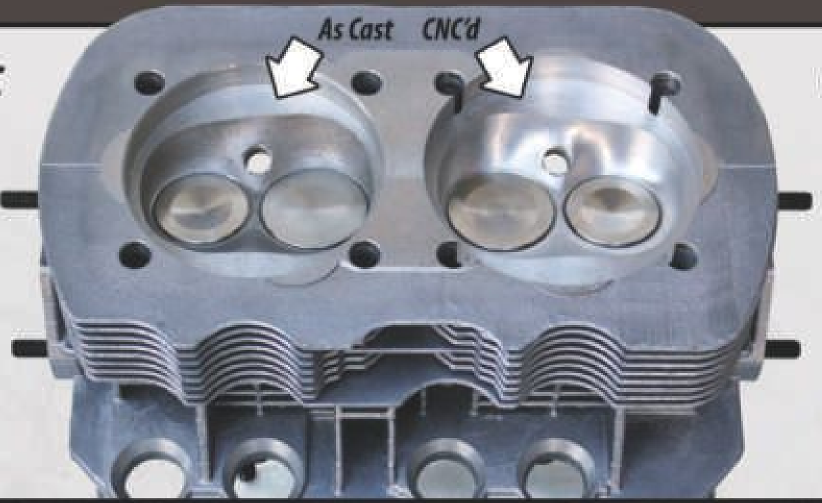
Standard 54cc

“High Quench” Chamber (As Cast)

Flow @ 25”

.100 - 46.7
.200 - 89.50
.300 - 125.6
.400 - 145
.500 - 155
.600 - 161



Optional 61cc

CNC Chamber
(92, 94 Bore only)

Flow @ 25”

.100 - 50
.200 - 96
.300 - 138
.400 - 158
.500 - 167
.600 - 171

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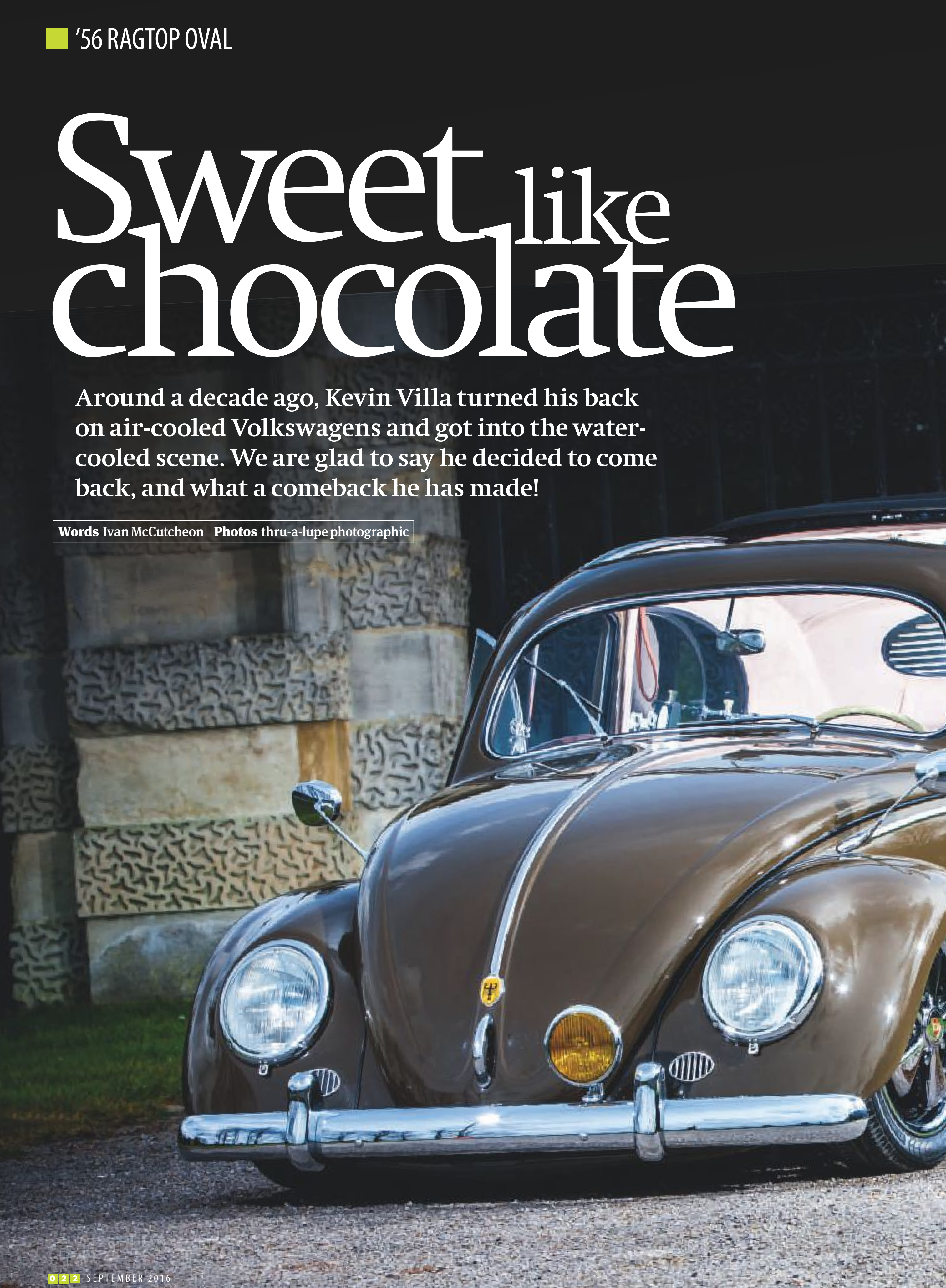
Around a decade ago, Kevin Villa turned his back on air-cooled Volkswagens and got into the water-cooled scene. We are glad to say he decided to come back, and what a comeback he has made!

Words Ivan McCutcheon **Photos** thru-a-lupe photographic



There is very good chance you will recognise this ragtop Oval Window if you were among the thousands of visitors who made the annual pilgrimage to The *VolksWorld* Show in April this year. You couldn't have missed it, as it was not only one of the cars you'd have seen on entering the show, it was one of the cars we selected to be part of the main display of the show, our stand.

As well as showcasing the car at our show, we wanted to bring this feature to you as quickly as possible in case you didn't have the opportunity to see the car for real. Even if you did, I can assure you from personal experience that this is where this article will be of benefit. You see Kevin is French, and the only language he and I share is Volkswagen, so every question I asked had to be translated before being emailed, and likewise every answer I received back. And while online translators are helpful tools, they are far from perfect and you end up trying to decipher what is being said from confusing bunkum.

Paddling pool

What was fairly easy to work out is that Kevin lives in Reims, and this Export Deluxe Oval left the Wolfsburg factory in 1956, though Kevin did not come into the picture until the latter part of 2012, when he made that decision to get back into air-cooled Volkswagens. During his damp sojourn in the VW paddling pool, Kevin transformed a Mk3 Golf into a lime green, low riding show car, then turned his attention toward a 1975 Mk1 Scirocco. I recommend you type 'Kevin Villa VW Scirocco' into your favourite search engine as you will be stunned by what you see.

Amazing as that car was, after completing it Kevin was boiling over. What he needed was a deep breath of cool, fresh air. And one day, his body clock alarm went off and there

Oval Karmann Cabriolet vents added to the decklid give the look everyone wants

was no snooze button. He had to wake up. It was bonjour Beetle o'clock.

Welcome home

The very next day, which was some time in September 2012, Kevin purchased what he classifies as an unfinished project. From where we're standing, it was closer to a un-started project, but we will let him explain what the 1956 Golde sunroof Oval he sourced in the South of France was like: "It was stripped to a 'shell and body repairs had been carried out very, very badly to the chassis and bodyshell, so I had to repeat everything again from the start." The body proved to need one issue you really wouldn't relish having to sort out. The driver's door did not line up and, after trying numerous jiggling combinations on the hinges and striker plate, it was obvious it wasn't the door that was being naughty. The one to blame was the 'artful bodger' that had tried to cover up the fact the car had a nasty whack at some point in its past by hiding the evidence under a thick layer of body filler. Now we must mention at this point that Kevin should be viewed as arch rival to the artful bodger, an adherent to perfection with an almost obsessive fixation on detail and quality. As a consequence, any future owner will not be shocked by any horrors, or have to exorcise any demons like Kevin did. To sort the out-of-line a-pillar, Kevin cut right the way through it and pulled it back into shape to get the door to shut properly with equal gaps all the way round.

> "Kevin should be viewed as arch rival to the artful bodger"

Thankfully, the body wasn't riddled with rot, but probably the same artful bodger as did the filler work had tried their hand at welding too, meaning Kevin had to repair every repair that had been done on the car. He also had to replace the inner rear air intake panel as the original had rotted through.

Radikal remedy

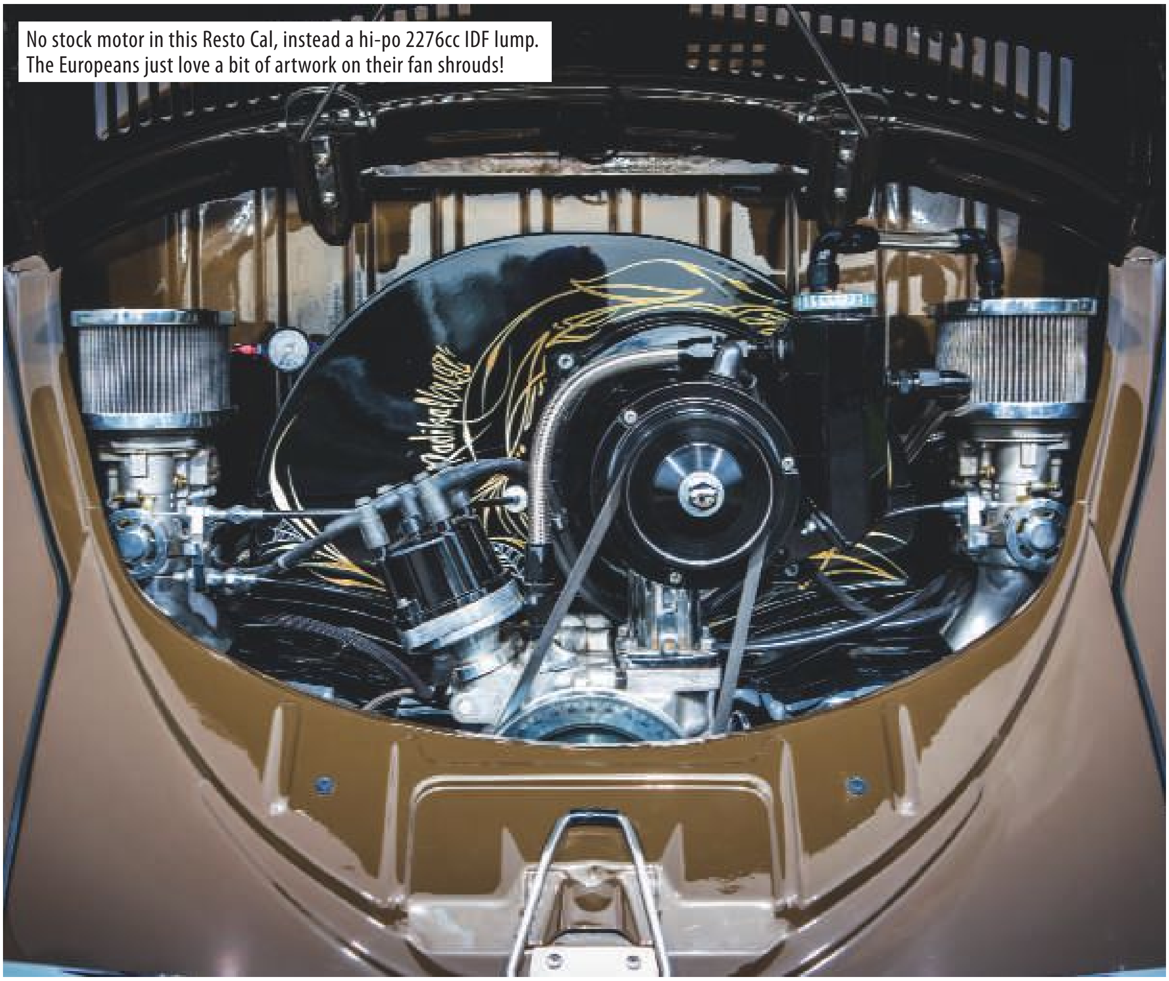
We now have to head across the border into Belgium to the once sleepy little village of Ghlin, near to the city of Mons. The reason we're going there, and the reason it is far from sleepy today, is it's where the notorious savant of slammed, crazed creations, Gianni Sanchez, set up his lair of lunacy, from which he carries out his own brand of air-cooled alchemy and converts people to his floorpan-scraping, tarmac-graunching religion.

When Dr. Gianni was called in by Kevin to cure his vertigo-suffering 1956 chassis, the remedy he advised was to eradicate any possibility of it being exposed to any further

Kevin has very positive views on the performance of the Sink Link cable-operated linkage he's fitted

Custom made and then chromed fuel vent tube

This is what helps win the big awards. Truly stunning detailing throughout



No stock motor in this Resto Cal, instead a hi-po 2276cc IDF lump. The Europeans just love a bit of artwork on their fan shrouds!

TECH INFO

ENGINE: CB Performance 2276cc Type 1; dual Weber 44IDF carbs; Sync Link cable-operated linkage; MSD billet distributor; ceramic coated A1 Mufflers Sidewinder exhaust

GEARBOX: Rancho Pro Street with 3.88 ring and pinion

SUSPENSION: 8-inch narrowed single air bag front beam with no shock towers; twin rear air bags, all by Radikalbugz, Belgium; Wilwood 4-piston calipers and drilled front disc brakes

Nostalgia Cars brought the shine to these beautifully detailed chromed Fuchs

Front brakes are Wilwood discs with black anodised calipers

Amber Bosch 'scripted' accessory fog light is period perfect

This Oval ragtop can be dropped on the deck thanks to its front and rear air ride conversion by Radikalbugz

TECH INFO

BODY: 1956 ragtop Oval; removable rear valance; Cabrio decklid; Albert mirrors; Bosch fog light; pop outs; repainted in lightened L271Texas Brown

WHEELS AND TYRES: Chromed and detailed (by Nostalgia Cars) 4.5 and 5.5 x 15 Fuchs; 145/65-15 and 205/65-15 Continentals

INTERIOR: TMI Carpets; re-trimmed stock seats; Standard model steering wheel painted white; chromed pedal assembly and steering column; VDO dash grille clock; Australian rear window blind; Gene Berg locking shifter

Every part of the Golde slide-back cloth sunroof was restored, and uses a new black mohair outer cover from TMI

Only originally marketed in Australia as an accessory, these rear window venetian blinds are now reproduced

long periods of stock height. His prescribed course of treatment involved a visit to the Radikalbugz surgery for an immediate operation. This would see a full front and rear air ride conversion using a single airbag at the front and two at the back.

Gianni makes the beams himself, and also the brackets welded to the front end of the framehorns and the two airbag mounts that sit between the spring plates and framehorns.

Return to Reims

Now it's time for the chassis, and us, to head back to France where there was a quandary over colour going on. You see Kevin had worked out that the Oval was originally L324 Polar Silver, but didn't want it to remain that shade after the restoration. "For the colour, I didn't know exactly, but it was between L227 Strato Silver and L271 Texas Brown." To aid his decision, he posted the following on the Radikalbugz forum, which is very popular in France and Belgium: "Hi all, I'm looking to make up my mind on two colours for the Oval: Strato or Texas Brown. Give me your ideas." Colour chosen by committee. We've not heard of that before! As you can see, in the end Kevin went for Texas Brown, but decided to have the mix made slightly lighter in shade. Then, after the body and panels were in colour, they were given a good few coats of lacquer.

The body was ready to come back to Kevin's house in 2015, but instead he delivered it straight to the local upholsterer he had chosen for the interior. The headliner must have been easier to fit to a bare 'shell on a dolly. Kevin chose to have the seats done in terracotta leather and chose TMI carpets in contrasting tan. The outer sunroof cover is also from TMI in the States and is black mohair.

Sore head

Anyone who has restored an old VW knows it's never without a few unforeseen headaches, and Kevin had plenty of them, along with a few migraines! The issues you'd see as headaches were mostly due to repro parts being far from OE quality. "Even some of the most expensive parts you can buy are still made in China," he reports, incredulously. Those of us who have been into air-cooled VWs for years are used to this, but clearly it came as something of a shock to someone with a water-cooled background and a fetish for genuine VW quality.

However, we wouldn't wish the unexpected migraines he had on any fellow VW fan. How happy he must have been when his super cool RDW Randar wheels arrived from America. How floored he must then have been to find they wouldn't fit with the CSP disc brakes he'd already bought and fitted to the chassis. CSP, being the

> "For the colour, it was between L227 Strato Silver and L271 Texas Brown"

Kevin Villa left us to join the H_2O crew, but he's back with us now, and very welcome home!

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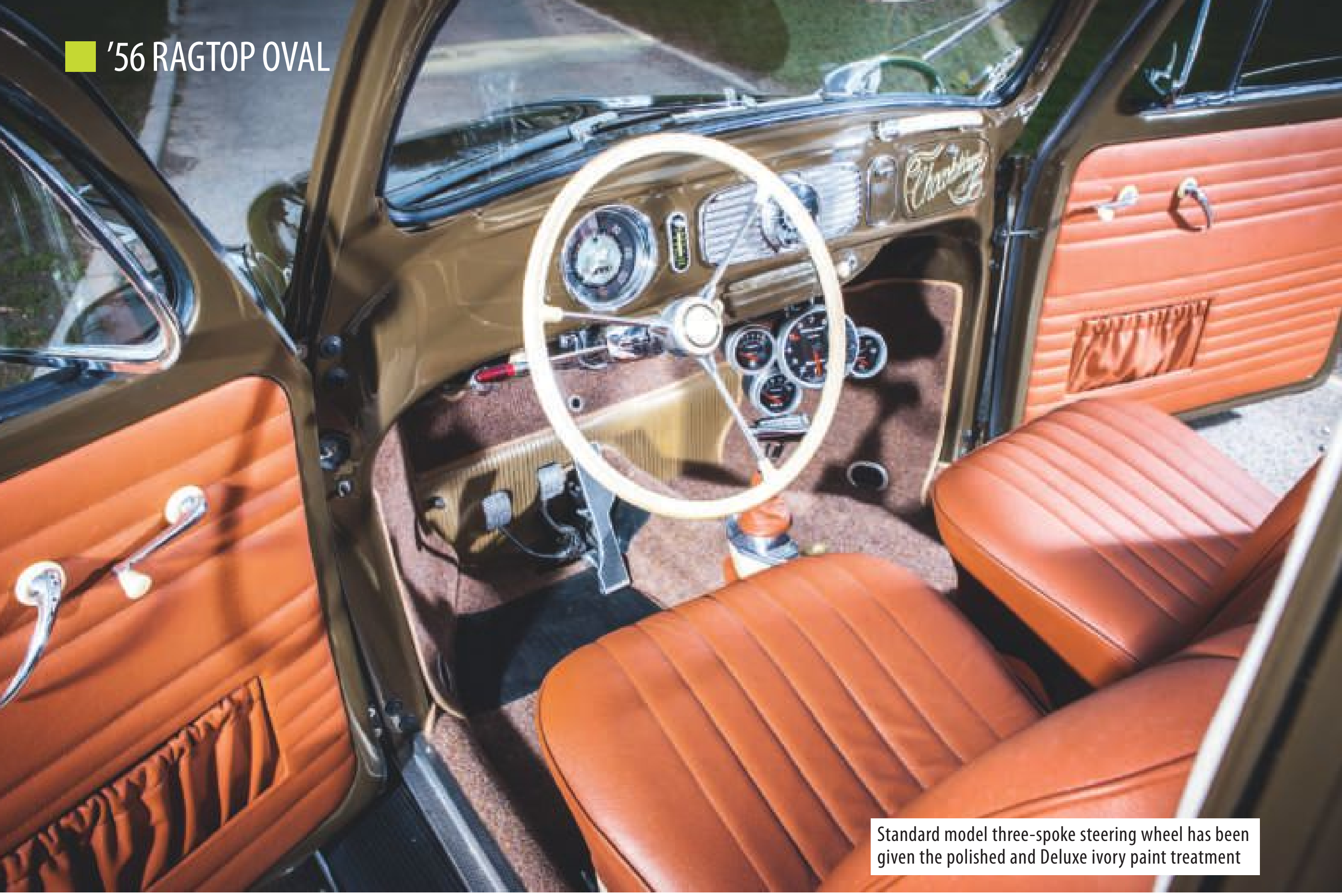

Standard model three-spoke steering wheel has been given the polished and Deluxe ivory paint treatment

reputable, helpful company it is, helped sort the problem, but it involved changing both the wheels and the front discs, going instead for a combination of Fuchs and Wilwood products.

That setback paled into insignificance alongside what happened with the 2276cc engine Kevin had invested a lot of money into, a lot of time and care fitting and detailing, only for it to let go before it had even been run in. Kevin explains: "The first time I started it up I heard a strange noise. It was very suspicious, so I shut it down, then disassembled the engine and found a screw from one of the carbs had fallen down the manifold, gone through a valve and ruined one head and piston." Gutted.

> "he's not come home from a single show without [a trophy] yet"

Fourth position

Then there was the migraine that was only discovered when the engine was back together and the car complete. He couldn't select fourth gear! The issue was eventually traced back to the fact he had dismantled the Gene Berg shifter to detail the base of it and hadn't put it back together correctly.

Thankfully, all headaches go away eventually, and Kevin hasn't had a single one since. He has had plenty of awards though. In fact, he's not come home from a single show without one yet!

Before signing off, you might be able to help me with the one translation I couldn't work out. Can you tell me what "several accessories and other out of season, and this monkey that drooled" is supposed to mean? Yeah, I thought not…

VDO eight-day speaker grille clock is another desirable addition

Mixing the old and new with a trio of Auto Meter Sport Comp gauges

Not content to simply add a Gene Berg locking shifter, Kevin stripped and customised his

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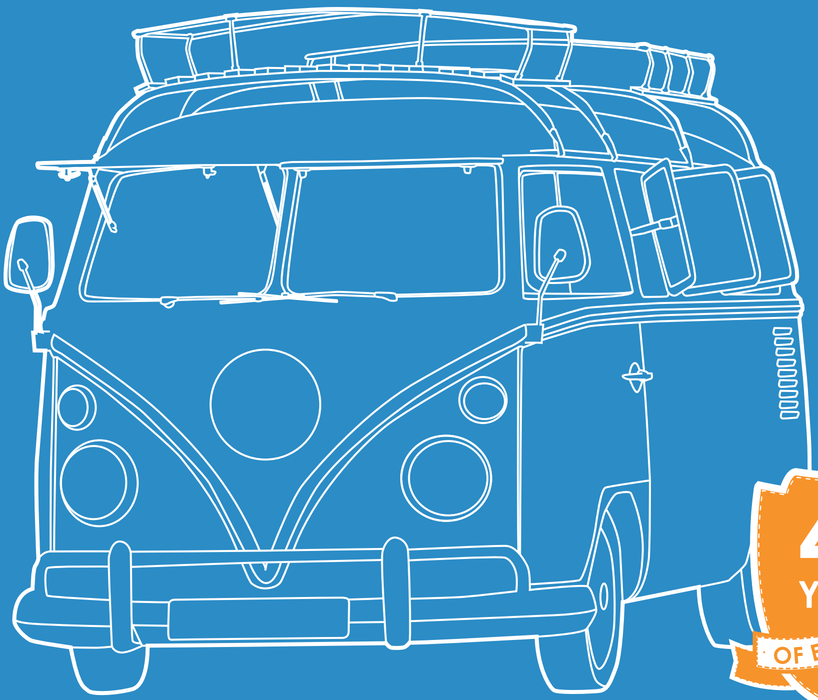

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ADRIAN FLUX

Like (grand)father like son

Barry Grunnell's grandad bought this car new in 1967. Barry inherited it in 1997 and, though he's chosen to mildly modify it, he looks after it every bit as well as his grandpa did

Words Georg Otto **Photos** Sven Zimmerman

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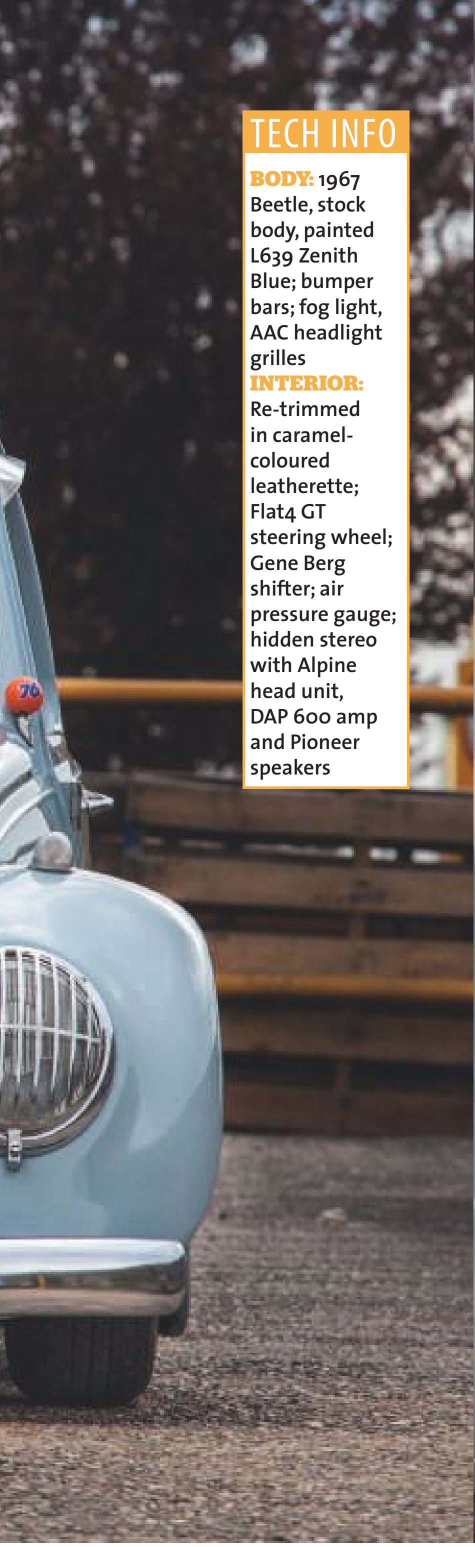
"It wasn't just any old Beetle, it was the top-of-the-line car at the time"

From this angle you can clearly see how the four-inch narrowed beam helps tuck the wheels under the wings

1967 was an important year in Volkswagen history. The first generation of the VW Bus entered its last year of production and received some last minute changes, like 12V electrics, dual-circuit brakes and a standard sliding door. The Beetle was in a similar situation, as the new model year, which traditionally started in August, heralded the most dramatic changes style-wise in the car's life. Big bumpers, upright headlights and tombstone tail lights should give the good 'ol Beetle a more modern look. So, with these new models on the horizon, you might think VW wouldn't change that much in the last build year with the old design. Far from it. The Wolfsburg-based company incorporated many modifications just for the 1967 model year, which makes these Beetles so special. The engine lid was given a distinctive kink just under the number plate light and a flat bottom, which made a modified rear valance necessary. Because of that different engine lid, the inner parts of the rear towel rail bumpers (if fitted) were re-designed and given a more downwards pointing angle. On European cars the front end remained the same, but US-spec models received upright headlights. The doors were equipped with new door handles, now featuring round push buttons instead of the square ones seen on '66 models. And so it goes on.

The legacy

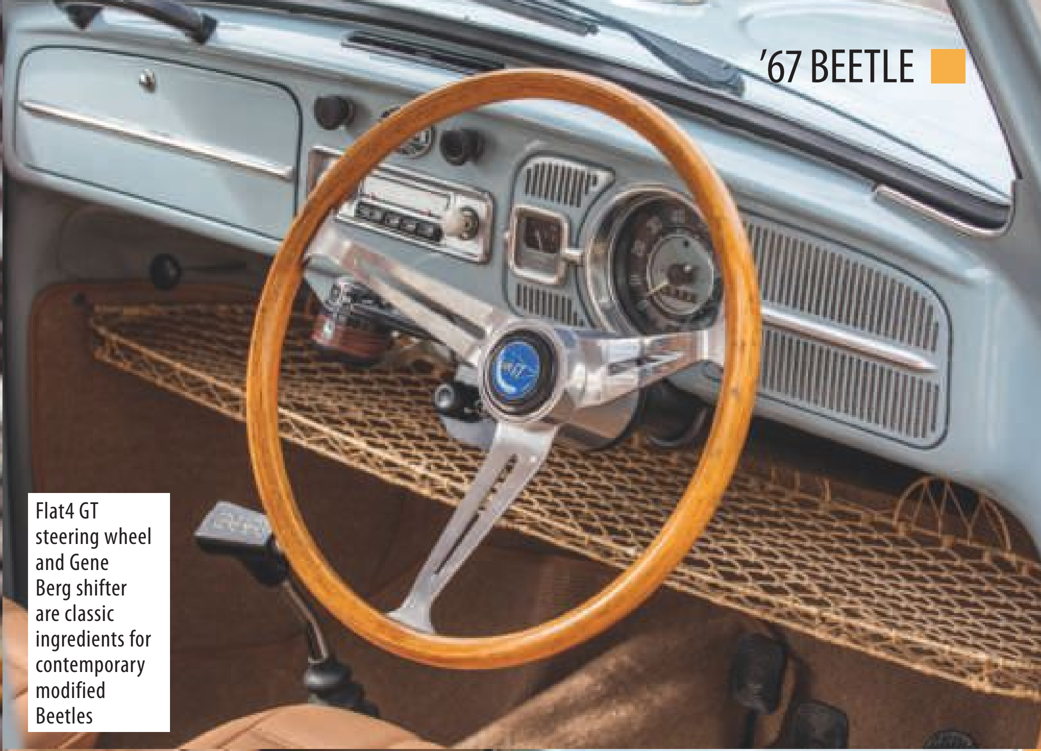
Barry Grunnell wasn't aware of all these little '67-only details when he first saw this particular Beetle. No wonder, as he was probably just a few weeks,



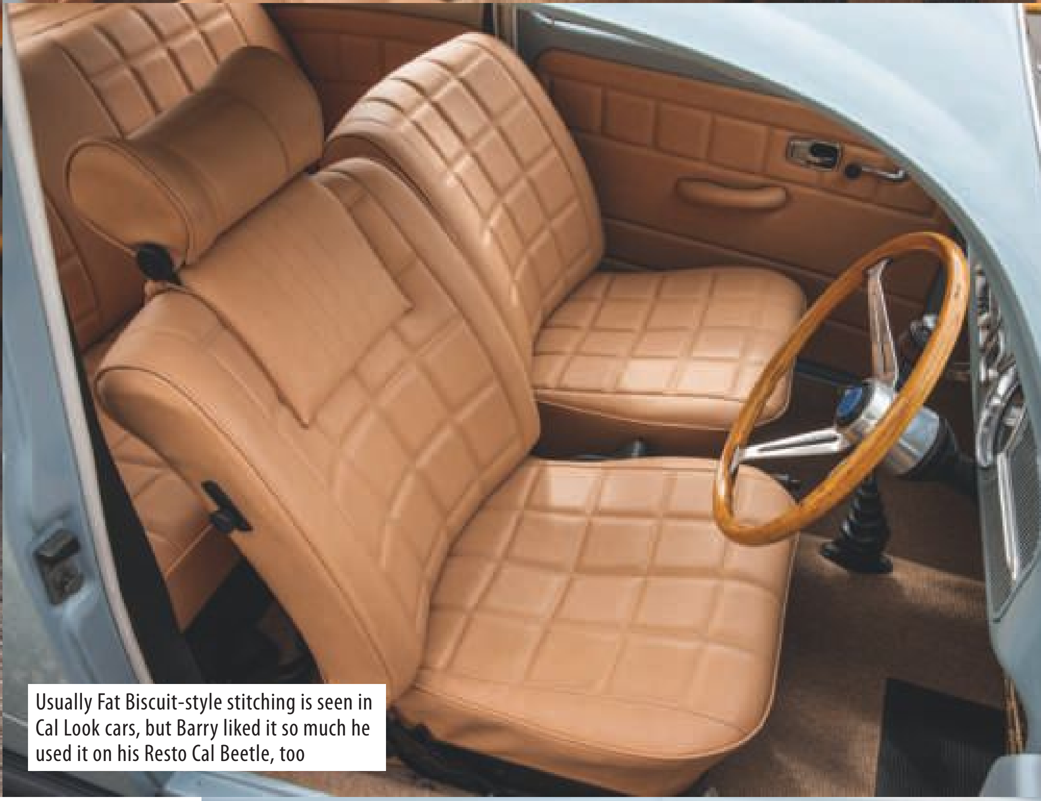
TECH INFO

BODY: 1967 Beetle, stock body, painted L639 Zenith Blue; bumper bars; fog light, AAC headlight grilles

INTERIOR: Re-trimmed in caramel-coloured leatherette; Flat4 GT steering wheel; Gene Berg shifter; air pressure gauge; hidden stereo with Alpine head unit, DAP 600 amp and Pioneer speakers



Flat4 GT steering wheel and Gene Berg shifter are classic ingredients for contemporary modified Beetles

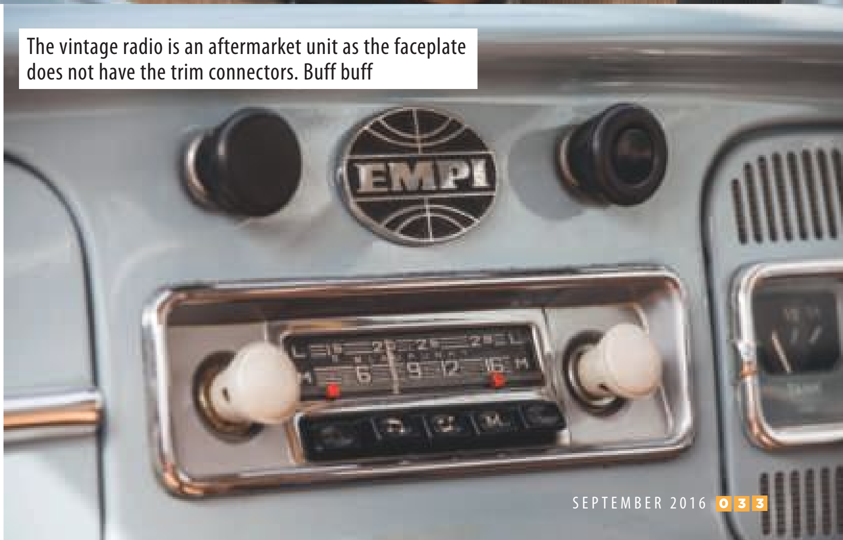


Usually Fat Biscuit-style stitching is seen in Cal Look cars, but Barry liked it so much he used it on his Resto Cal Beetle, too

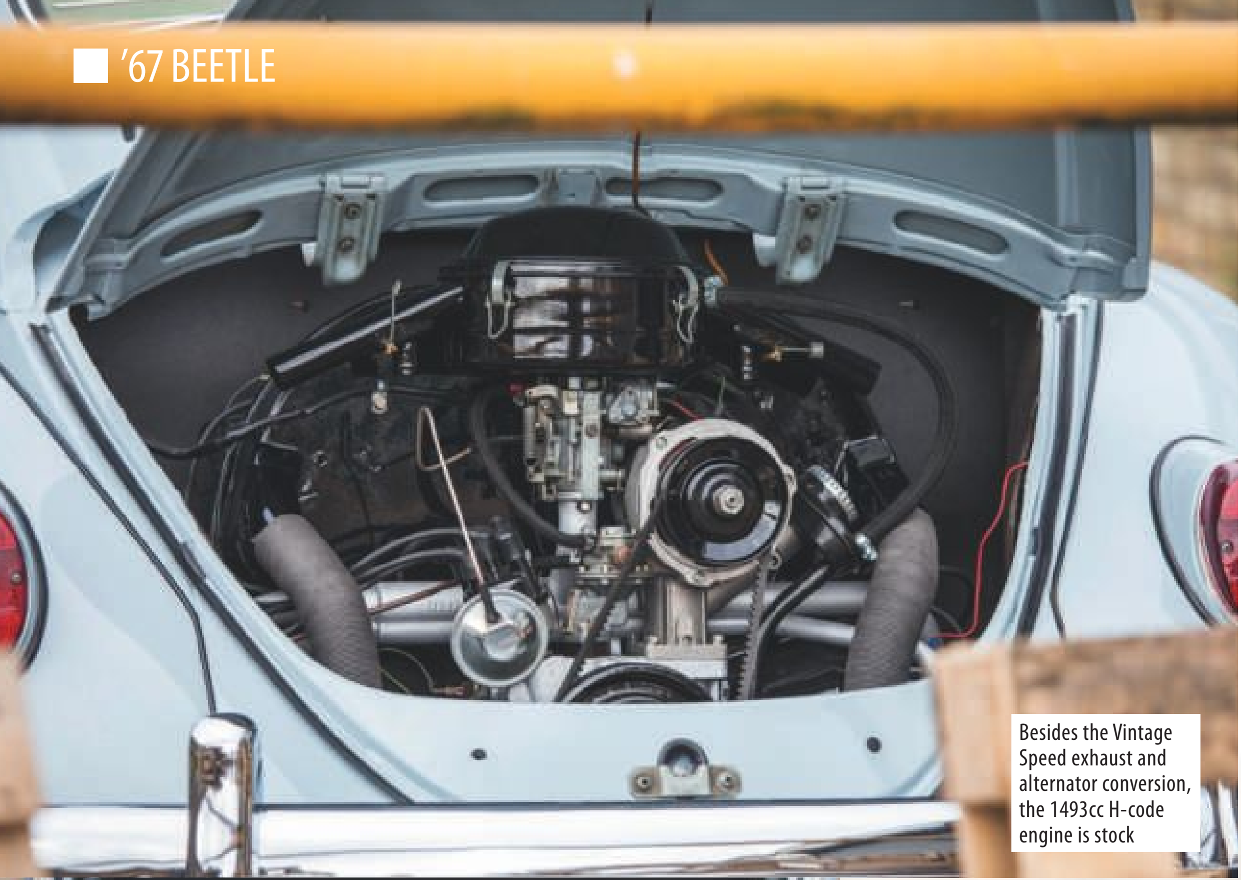
or maybe just days, old. How is that possible? Well, Barry's grandad owned the car back then, having bought it as a brand new car from his local Volkswagen dealer 49 years ago. It wasn't just any old Beetle, it was the top-of-the-line car at the time, painted Zenith Blue and with the all-new 1500cc engine instead of the common 1300cc powerplant. The 44 horses required front disc brakes, which brought with them the new 4 x 130 PCD wheels in place of the earlier 5 x 205s.

"I started to show interest in Beetles in 1989," recalls Barry. "And my grandfather's Beetle seemed to be the perfect base car for a nice custom. *VolksWorld* magazine had not long hit the newsstands, and the air-cooled VW scene was in full swing in the UK.

"I asked him if I could have the car when



The vintage radio is an aftermarket unit as the faceplate does not have the trim connectors. Buff buff



Besides the Vintage Speed exhaust and alternator conversion, the 1493cc H-code engine is stock

TECH INFO

ENGINE: 1500cc Type 1 engine; alternator conversion; gloss black painted engine tin; Vintage Speed exhaust

SUSPENSION: 4-inch narrowed adjustable beam; CB Performance dropped spindles; Monroe air shocks up front with Viair compressor; spring plates turned two outer splines in the back

WHEELS AND TYRES: 5.5 x 15 fully polished Porsche 2.0-litre wheels; 135/70-15 front and 195/65-15 rear tyres

Who wants to put luggage in here? It's just too nice to be used!

Single Viair compressor is mounted to the spare wheel well and connected to two Monroe air shocks

> Grandpa might not approve of the ride height, but we're sure he'd be happy that Barry is taking such good care of his old car

he gives up driving, and he agreed." There then followed a period of waiting. "My enthusiasm for old cars in general was high, but I just couldn't afford to buy one back then," continues Barry. But about eight years later, Barry received a 'phone call from his grandad: "Boy, you can come and get my Beetle now. My eyesight is getting worse and I think it's better if I stop driving." Now 23, a very excited Barry went straight round to his grandad's house as soon as he put down the 'phone. "We opened the garage door and there it stood, the '67 Beetle I had been dreaming of for so long. With matching numbers and just 90,000 miles on the speedo, it had absolutely no rust as my grandfather had always garaged it. The paint showed some signs of age, but that was it. I promised to take good care of the old Volkswagen, drove it out of the garage and immediately started to take it apart." That's right, Barry stripped it in readiness for a fresh paint job because he wanted to have that factory shine back on it.

Quick change

"While the car sat at the paint shop, I went to get an adjustable beam and some new wheels. Paul Medhurst of Type 3 Detectives had just taken these lovely polished Porsche 2.0-litre wheels off his *VolksWorld*-featured Squareback and I couldn't resist, I bought them on the spot." Though original fitment to VW / Porsche 914s, they fit the discs and drums of a 1500 '67 without modifications. Barry then lowered the back to match the front by turning the spring plates by two splines and that was it. After all those years of waiting, he now had a head-turning Volkswagen of his own.

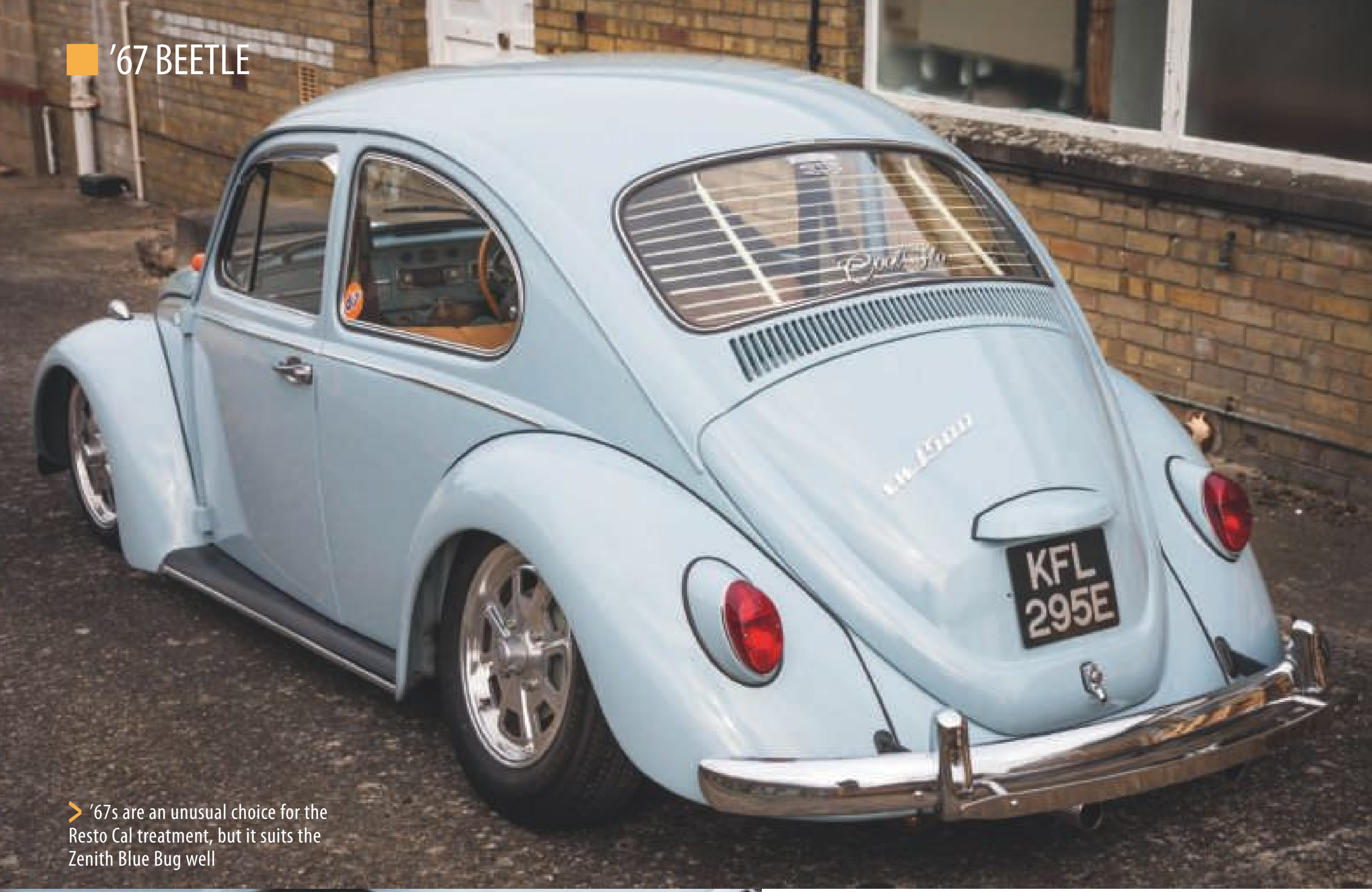
What did your grandfather think of the modifications? "He never saw it, as he passed away soon after he gave the car to me, but I guess he would turn in his grave if he knew what I did to his old car. But then maybe not, because I never drive it in the rain and only take it out on special occasions. So much so, it's only covered 100,000 miles now."

It was in the late '90s that Barry first met Andy 'Spike' Finch. "Since then, we've been very good friends and, when it comes to modifying my Volkswagen, I completely trust him and his skills." So it's no surprise that our family man took his '67 to Spike's Vintage Restorations in Tolleshunt Major, Essex, when he decided to update his ride last year.

On air

Even though the car only saw minimal use, driving over bumps or sleeping policemen isn't that much fun when your car is slammed, which is why Barry decided to swap to air shocks up front. "A lot of supercars, like the Porsche 911 Turbo, feature systems like that and why should we go without such useful suspension just because we have vintage cars?" says Barry. So what did Andy suggest? "He came up with the idea of two Monroe air shocks

> "Boy, you can come and get my Beetle now. My eyesight is getting worse and I think it's better if I stop driving"



'67s are an unusual choice for the Resto Cal treatment, but it suits the Zenith Blue Bug well

The Porsche 914 2.0-litre wheels, also sometimes known as Baby Fuchs, fit right onto the standard disc brakes of a 1500 Beetle

"as it has run without any problems for the last 100,000 miles, I didn't see any point in messing with it"

connected to a Viair compressor mounted in the spare wheel well. An air tank isn't necessary in this case as it really is only to drive over obstacles, not for show at an event." Spike combined the new shocks with a four-inch narrowed and adjustable front beam and a pair of CB Performance dropped spindles. No changes were made to the rear suspension, the original two-spline drop being deemed just perfect.

Caramel biscuits

Now the car sat right, but Barry felt the interior warranted a freshen up as well. "I always liked the fat biscuit design often seen on Cal Look Beetles, so commissioned 'Kim the Trim' to re-do the seats, door cards and the rear parcel shelf." They chose a caramel-coloured leatherette and Kim even covered the removable headrest that Barry's grandad had in the car in the same material. New carpet, a Flat4 GT steering wheel and a Berg shifter complete the cockpit revamp. "If you're wondering about the compass mounted to the ashtray…" grins Barry, "it's a little reminder of my grandfather who installed it." Not his grandfather's work, however, is the stereo system, which comprises an Alpine head unit, DAP 600 amp and Pioneer speakers. "I left the stock radio in place and just added my own in-car entertainment. It's all hidden out of sight to prevent theft," explains the now 42-year-old business director.

Also out of sight is the engine, but that doesn't mean it's not presentable. Andy took it out, cleaned it up, painted the engine tinware and air cleaner housing and put everything back together. The only change was to swap the exhaust for a Vintage Speed stainless steel unit. "I want to emphasise it wasn't a complete rebuild, just a dress up. It's still the original engine and, as it has run without any problems for the last 100,000 miles, I didn't see any point in messing with it. That's what I call German quality!" And here's hoping he'll have a lot of fun with grandpa's old ride for another 100,000 miles. ■

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Top Cat or mongrel?

The Karmann Ghia TC is a rare sight outside of Brazil as it was never exported to any other country. Here's a rare chance to see one up close and personal

Words Ivan McCutcheon **Photos** Dan Pullen

There is an element of the history of the Volkswagen Karmann Ghia that is not widely publicized, and that is just how important Brazil was for the model. You may be surprised to hear the Beetle-based Type 14 Karmann Ghia was not only manufactured by Karmann at Osnabrück in Germany, but also in Brazil.

But where the European Karmann Ghia was a joint effort by coachbuilder, Wilhelm Karmann GmbH, and design house, Carrozzeria Ghia SpA, of Turin, Italy, the company that built the Type 1 Ghia in Brazil was actually called Karmann Ghia. Building work started on the new, purpose-built factory in Planalto, close to the São Bernardo do Campo VW plant, in 1960. Situated in a commanding position beside a busy motorway, the

The interior of the car was roomier than the Type 1 Karmann Ghia and offered 2+2 accommodation. The steering wheel and front seats are unique to the car

The dashboard had a wood effect covering with a padded top

TECH INFO

MODEL: Type 145 Volkswagen Karmann Ghia Touring Coupé.

BODY: coachbuilt steel 2+2 coupé with opening rear hatch

MADE BY: Volkswagen do Brasil – drivetrain and chassis; Karmann Ghia do Brasil – body and assembly

Production: 18,119 units between 1970 and 1976

CHASSIS: Type 105 VW 1600 Variant

SUSPENSION: Type 1 balljoint front; swing-axle / torsion bar rear

ENGINE: Type 3 1584cc 'pancake' flat four; 7.2:1 compression ratio; twin Solex 32PSI carburettors

POWER OUTPUT: 65bhp at 4,600rpm; 87ft.lbs torque at 3,000rpm

factory was topped with a massive Karmann Ghia scripted logo. The Volkswagen Beetle had already been in production in Brazil since 1953. Cars were assembled from CKD (completely knocked down) kits shipped from Wolfsburg, as high import duties on foreign vehicles made importation of complete cars economically unviable. These cars relied on a combination of major components from Germany and smaller elements, such as paint, glass and electrical components, manufactured locally, which helped bolster the Brazilian economy and provide much-needed employment.

In January 1959, though, Beetle production became 100% Brazilian, no longer relying on any parts shipped from Germany. This dramatically reduced production costs and increased productivity, and therefore availability, too. Sales rose rapidly and, by 1962, VW do Brasil was ready to introduce a new, sporty model to its range, the Beetle-based Karmann Ghia. Initially, Brazilian Ghia production mirrored that of the German model in specification. The cars were also manufactured following the same process as German cars. Volkswagen do Brasil produced the mechanical components and supplied complete chassis to the Karmann Ghia factory just down the road. Bodies were then built by hand in a similar fashion to those built by Karmann in Germany, united with the chassis, assembled, upholstered and painted in house.

The completed vehicles then became the responsibility of VW do Brasil in terms of delivery from factory to dealerships, sales, after service and supply of spare parts.

> “The replacement model was not just an update, it had to be something unique to Brazil”

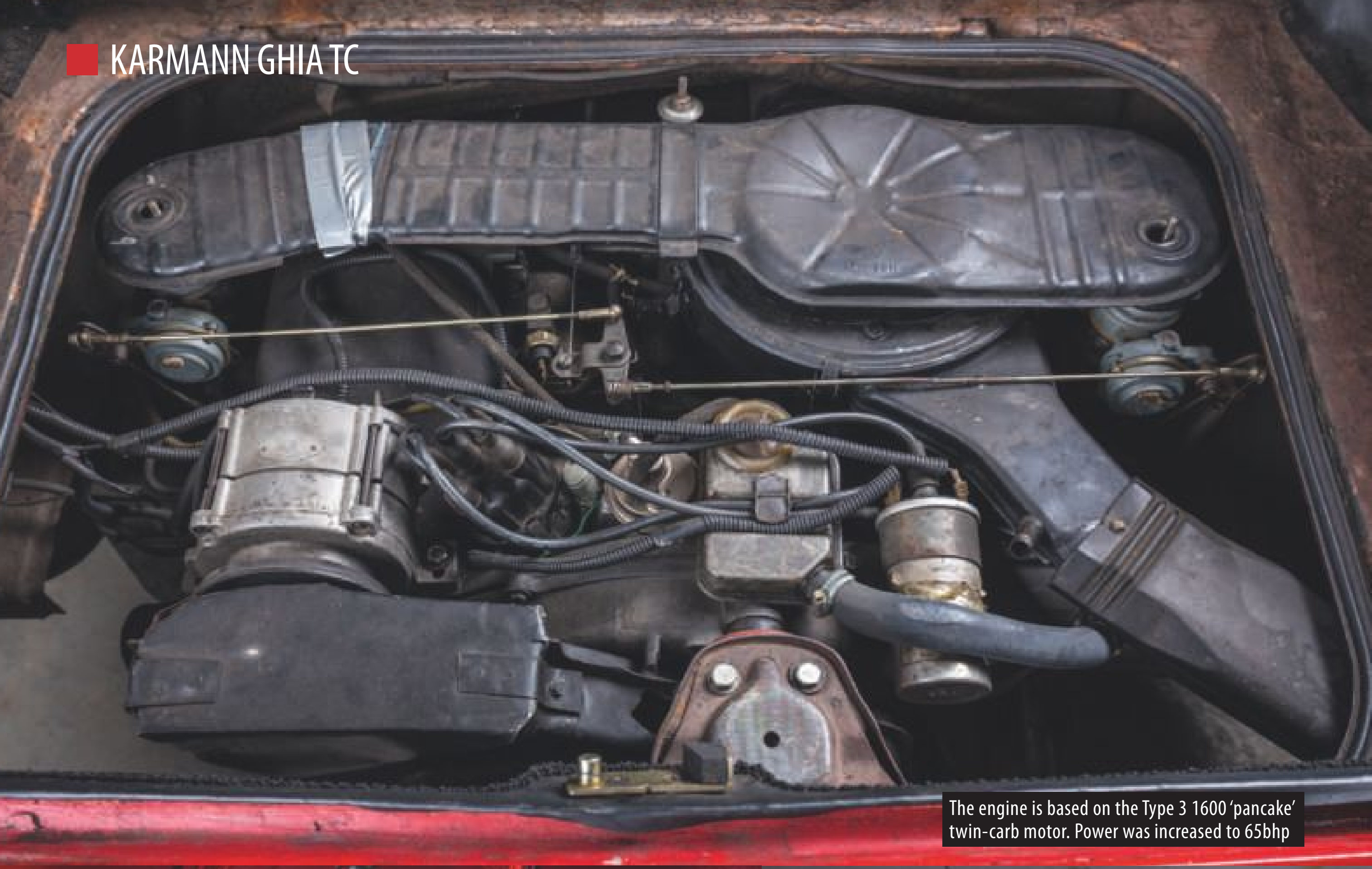
Shifting Ghias

The Brazilian Type 1 Karmann Ghia remained very close to the German car, but for minor styling nuances, the most obvious being the square section bumpers, front indicators and early Type 3-style rear light units fitted from 1970. Up to 1967, Brazilian Karmann Ghias were fitted with 1200cc engines, and 9,263 were produced, but this was upped to a 1500cc unit that year. The 1500 Karmann Ghia was made up to 1970 when, after 11,280 units, the car was given the 1584cc (1600cc) Type 1 engine. However, by this time the sporty-looking car that didn’t have the sporty performance to back it up wasn’t performing in another way – sales. The decline was, in part, due to a new model, the Karmann Ghia TC, and the introduction of this meant the days were numbered for the Type 1 Karmann Ghia in Brazil. After 2,850 units were made with 1600cc engines, the model was dropped in 1972. In total, including just 177 convertibles, Brazilian Type 1 Karmann Ghia production was 23,570 units.

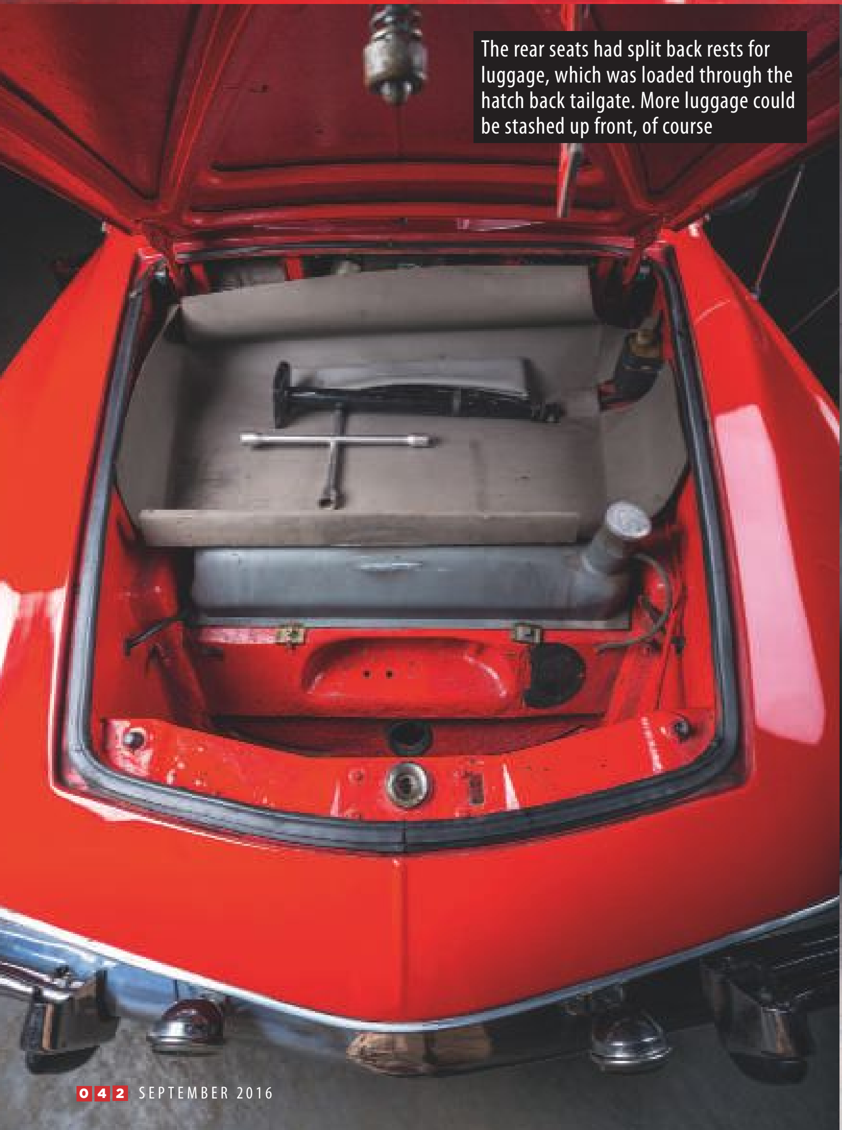
The replacement model was not just an update, it had to be something unique to Brazil and, whilst it may appear to be simply a modernised Type 1 Ghia, that is far from the case. You may ask why Volkswagen do Brazil and Karmann Ghia didn’t look to Germany for the answer. The

>

Side on, in silhouette, the TC has a similar outline to the Porsche 911. But those who eat carrots know the difference



The engine is based on the Type 3 1600 ‘pancake’ twin-carb motor. Power was increased to 65bhp



The rear seats had split back rests for luggage, which was loaded through the hatch back tailgate. More luggage could be stashed up front, of course

TECH INFO

CURB WEIGHT:
920kg / 2028lb
WHEELBASE:
2,400mm / 94.5in
LENGTH:
4,204mm / 165.5in
WIDTH:
1,620mm / 63.8in
HEIGHT:
1,314mm / 51.7in
MAXIMUM SPEED:
85.75mph / 138kmh
STANDING START:
0-62mph / 0-100kmh in 21.3 seconds

Pop-out side windows are a nice touch. The rear air intake grilles hide a secret – one of them opens for access to check and top up the oil level

Type 3-based Type 34 Karmann Ghia, for example, had been in production since 1961, and by '69 had been replaced by the Volkswagen / Porsche 914, also built on the Karmann production line. But low sales figures, combined with the fact the Type 3 was not produced in Brazil, so the necessary floorpan and suspension weren't available, meant it was a non-starter. However, the EA98-based VW 1600 Variant, unique to Brazil, was available, and was to prove the basis for a completely new car.

Giugiaro at Ghia

Following in the footsteps of Wilhelm Karmann, the Brazilian designers in charge of the new project decided a visit to Turin was in order. They commissioned Ghia to design the new car, which has a clear heritage. The young designer who had left Bertone to join Ghia, Giorgetto Giugiaro, was given the assignment, the brief being a more modern take on the original Karmann Ghia. Unlike the original, though, this one was to be a genuine 2+2 coupé. To make the cabin larger, the roof was extended into a sloping fastback. This gave the car a similar silhouette to the Porsche 911, but the blunt frontal styling and flat rear end Giugiaro penned is not revered in the same light today. In fact, the car that became the Type 145 Karmann Ghia is not viewed with enthusiasm by devotees of the original Karmann Ghia. I was surprised to find so many negative comments posted on forums, the most interesting being that of British VW zealot, John Moxon, who posted the following in an online discussion about the car: "I'm sorry, but I think it has as much style as a… Ford Pinto. If you're not familiar with the Pinto, it always features heavily in polls for the world's ugliest car. Put the TC alongside the classic KG, it's no contest. The real KG has a timeless style about it. The fact that VW do Brasil only built 22,000 of them in a VW-mad country surely tells you something." Well, after checking, John's not far off the mark. The Karmann Ghia TC is closer in looks to the Pinto than the 911! It has been said it is not Giugiaro's best work and, if you look him up, you'll find it doesn't even appear on the list of his designs, so perhaps even he agrees?

> "It has been said it is not Giugiaro's best work"

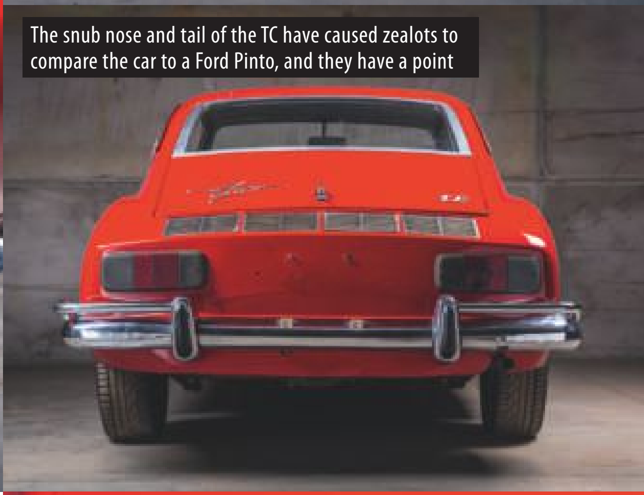
Touring Coupé

The new Ghia was officially called the 1600 Touring Coupé, but quickly became known simply as the Karmann Ghia TC. While that might bring to mind the cartoon character Top Cat, if there was any cat it was related to it'd be a stray. Why? Well, it was a car made out of necessity, based on a dated chassis as that's all that was available. The Brazilian VW 1600 Variant was somewhat of a mongrel itself, with its Type 1 front end and Type 3 engine, but the motor's 'pancake' packaging enabled the designers to give it the sloping back and opening rear window, while split rear seats maximised the storage ability. With twin 32mm carbs standard on the 1584cc it made 65bhp, which enabled the car to reach 86mph. Not bad for an old

The car's Italian influences are most evident from the rear

The Karmann Ghia was one of the first Volkswagens to have an opening hatchback, pre-dating the Golf by four years!

These vented steel wheels were used on most of Volkswagen do Brasil's products



The snub nose and tail of the TC have caused zealots to compare the car to a Ford Pinto, and they have a point

Karmann Ghia

Just over 18,000 TCs were built between 1970 and 1976. The car was never exported outside of South America

Volkswagen, but nothing special compared to the rivals available at the time.

The best VW could come up with when trying to sell the new car to potential buyers was statements such as, "A large void exists behind the Karmann Ghia TC due to the distance between the TC and all other cars." And "Make your friends say; 'Ooh, there's space for four people.'" Hardly the stuff of Doyle Dane Bernbach.

"one of just two examples to have recently been imported into the UK"

Measure of success

If the success of a car is measured in sales figures, the production total of 18,119 vehicles made between 1970 and 1975 equates to just 3,638 cars per year. For comparison, in 1956, the first full year of Type 1 Karmann Ghias production, 11,556 were made, rising to 28,387 in 1966, the best year of German Ghia production on record. So, no, it wasn't a sales success by Karmann Ghia standards. It kept the factory in Brazil busy for a few years, but VW do Brasil really put the kybosh on things in 1972 by developing the VW SP2 sports car in house. Here, at last, was a modern and far sportier-looking VW-based car that lured potential buyers away from the TC. Those who chose a TC were soon to find something not mentioned in the adverts. Uncared for, they rusted, and badly! The air vents were water traps, the rubber seals didn't seal properly and, once rot took hold, it spread like wildfire. Those that survive are treasured in Brazil and that, combined with the added complication of exporting cars from South America, means you are unlikely to see these cars anywhere outside of their home country. In fact, this car is one of just two examples to have recently been imported into the UK, making it, if not perhaps the prettiest, certainly one of the rarest Volkswagens in Europe. ■

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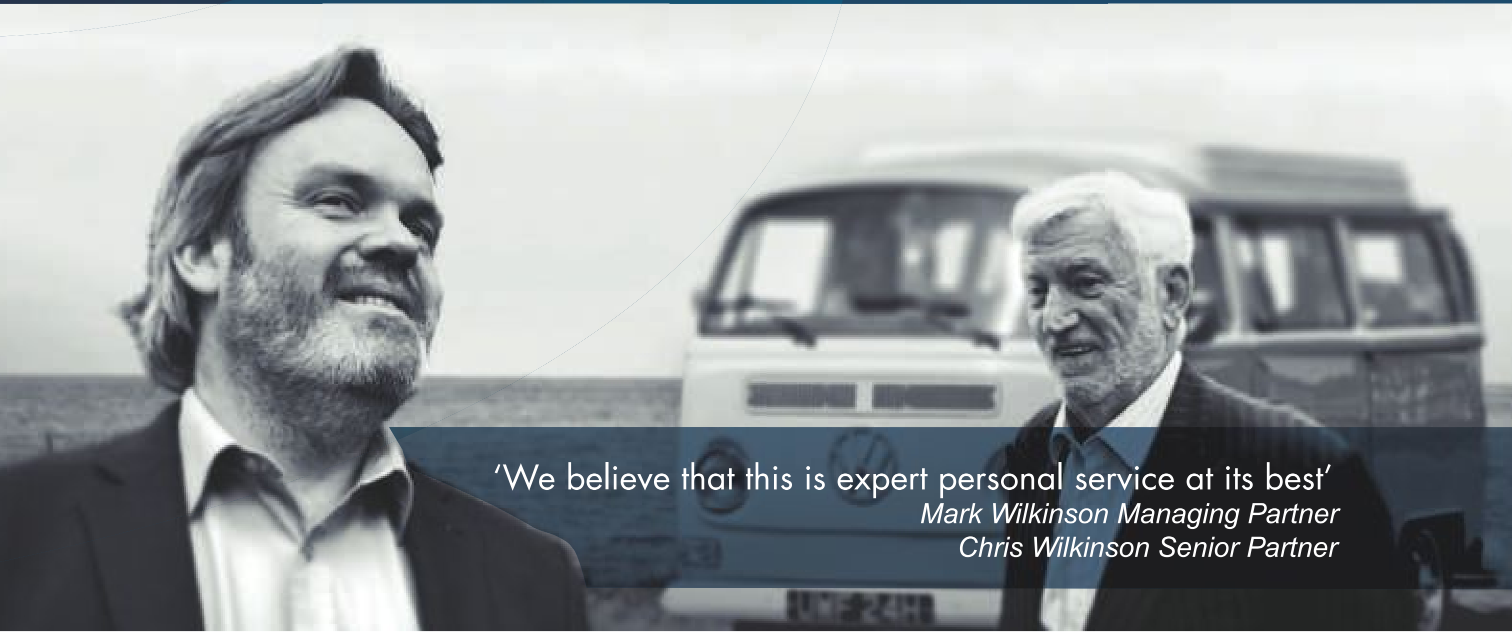

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Zwitter picker

Having bought it, he couldn't even give it away. Just as well we say because Steve Ridley's £800 hybrid Oval has gone from a pile of rubbish to being part of the family

Words Ian Cushway **Photos** Chris Frosin

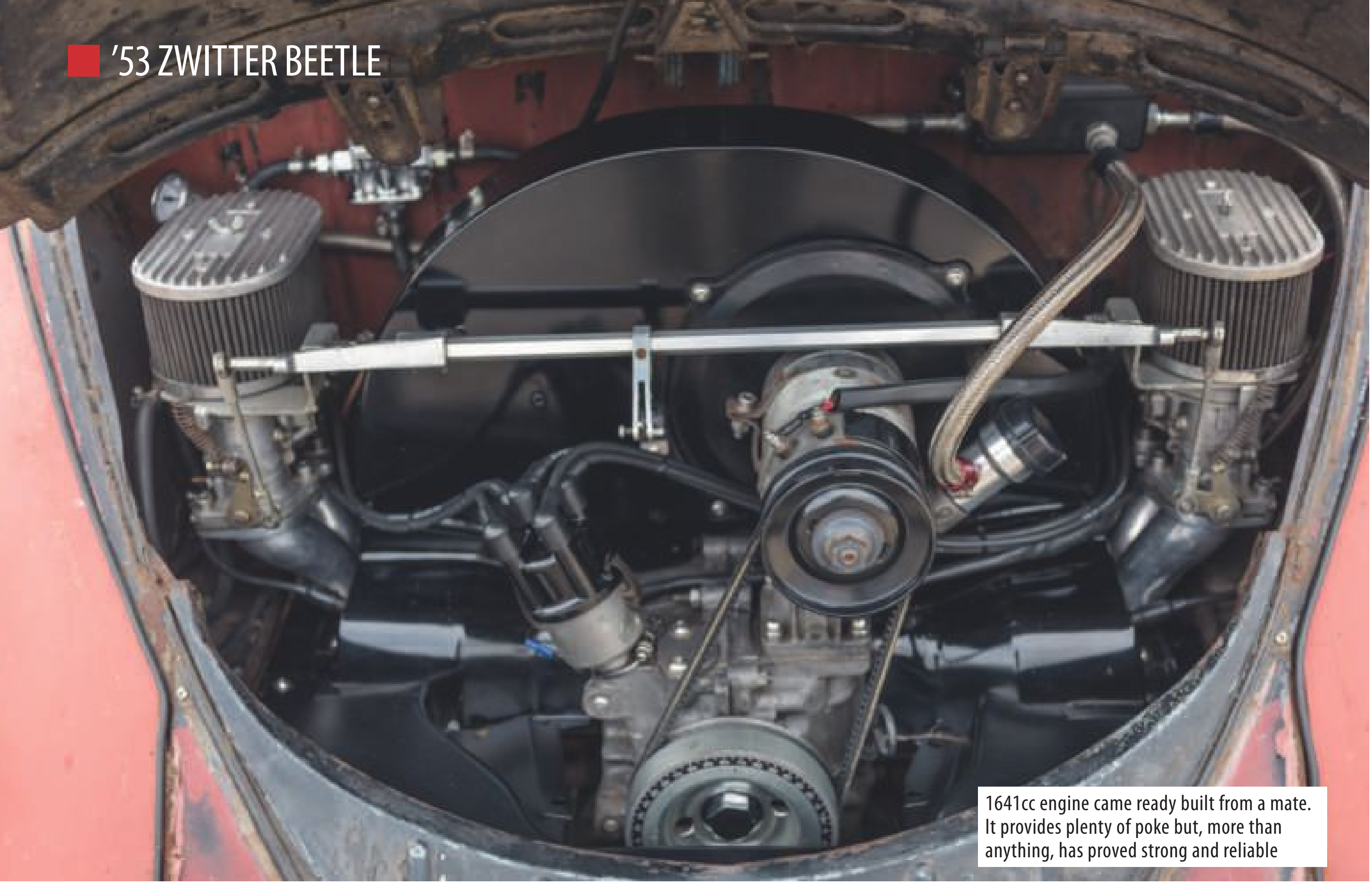
When people know you’re into old VWs, it’s easy to become a soft target. A willing recipient for everyone’s cast offs, the projects where the final few drip feeds of time, money, patience and Elastoplasts have finally run dry. If the passion’s there, they reason, it will be difficult to say no to even the most horrible half-finished project. And that’s exactly the trap 42-year-old Steve Ridley from Boston, Lincs fell into when he was offered this rare but totally rat bag ’53 Zwitter in 2006.

“I knew the guy that was selling it, and he persuaded me to go over,” recalls Steve. “I didn’t really know what it was, but it looked a complete and utter wreck. It didn’t have any windows, wings, lights, headlining, bonnet, decklid or running boards. In fact, it didn’t even have any interior.”

Despite being a card holding VW enthusiast and the custodian of literally hundreds of air-cooled gems in the past, having seen it, Steve wasn’t particularly enamoured by the prospect of taking it on. “To be honest, I didn’t want another project. He wanted £800 which, at the time, was big money, considering what much better Bugs were going for. I tried to haggle, but he was having none of it, so somehow we ended up doing a deal and he towed the car round the following day.”

Binning it

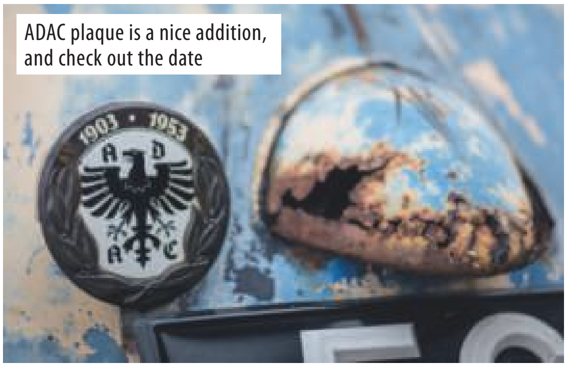
Having picked up a rubbish condition Zwitter, and paid a lot more than he really wanted for it, rather than seize a parts catalogue and celebrate his purchase, instead Steve immediately questioned his decision making abilities. “It all happened at the wrong time, really,” he now muses. “I was moving house and I was



1641cc engine came ready built from a mate. It provides plenty of poke but, more than anything, has proved strong and reliable

TECH INFO

ENGINE: AS41 case, 69mm crank; Mahle forged 87mm barrels and pistons; VW 311 rods; Gene Berg Equalizer pulley; Engle 110 cam; 044 cylinder heads (40 x 35.5mm valves with port work); twin EMPI 40 HPMX carbs on CB manifolds; Bugpack 1.25:1 rockers; EMPI hex bar linkage; Bosch 009 with electronic module; full flow oil system; 1 5/8in merged header; 9.1:1 compression; power (owner estimate) 100bhp+


1903 · 1953
ADAC

ADAC plaque is a nice addition, and check out the date

> "If you take out too much of the original metal, a car loses its true identity"

Wire mesh lamp grilles were a drunken Bug-In purchase, apparently

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Steve enjoyed getting stuck into the restoration so much he started up his own business

It must have taken years to perfect this pitted look, you know

£800 basket case ended up being a 10-year labour of love

about to get married, so it spent the first few years in various lock-ups. I even tried to sell it, but no one really wanted to buy it."

It was around that time that Steve experienced something of an epiphany. "I thought to myself, sod it! If I can't get rid of it, I might as well get stuck in and do something with it." Thus began a 10-year labour of love, during which Steve would build a special bond with the car that lasts until this day.

"I had a full time welding job at the time, so I used to work on the Beetle on a mate's driveway after work and during lunch breaks. One day I even took my new partner round to see it. I pulled back the tarpaulin to reveal the rusty 'shell and said, 'that's your competition.' As you can imagine, she wasn't particularly impressed."

Steve subsequently removed the body from the chassis, stripping every last nut and bolt in the process. It was rusty for sure, but throughout his philosophy of repair rather than replace where possible prevailed. "The floorpan was shot but, rather than simply fitting a spanking new 'pan, I fabricated repair panels to make good the existing one. If you take out too much of the original metal, a car loses its true identity."

He applied the same approach to the Beetle's rusty body, making good the usual rot spots such as the spare wheel well, bumper hangers, heater channel and roof gutters.

"When you are not paying someone else to do the work, you can take that bit more time. I went to great lengths trying to save as much of the car as possible. I didn't buy a single panel," explains Steve.

Once repaired, the whole lot was shot blasted and powder coated.

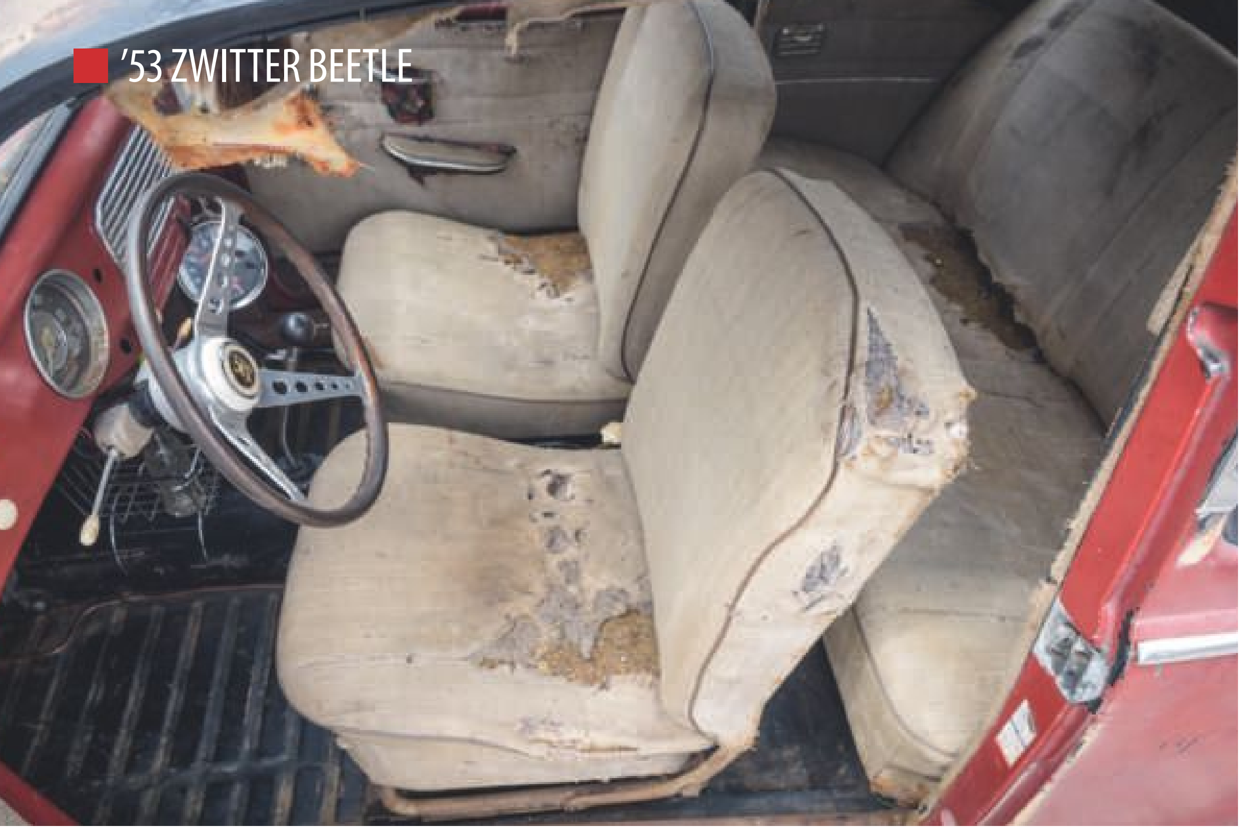
Running repairs

With things a lot more solid, Steve got all the ancillaries sorted, fitting dual circuit braking at the same time as doing an overhaul. At the

>

WHAT IS A ZWITTER?

In case you didn't know, the car gets its 'Zwitter' (or hermaphrodite) nickname by virtue of the fact that models made between October 1952 and March 1953 used the Split Window bodyshell with Oval Window chrome trim, front quarter lights and dashboard.

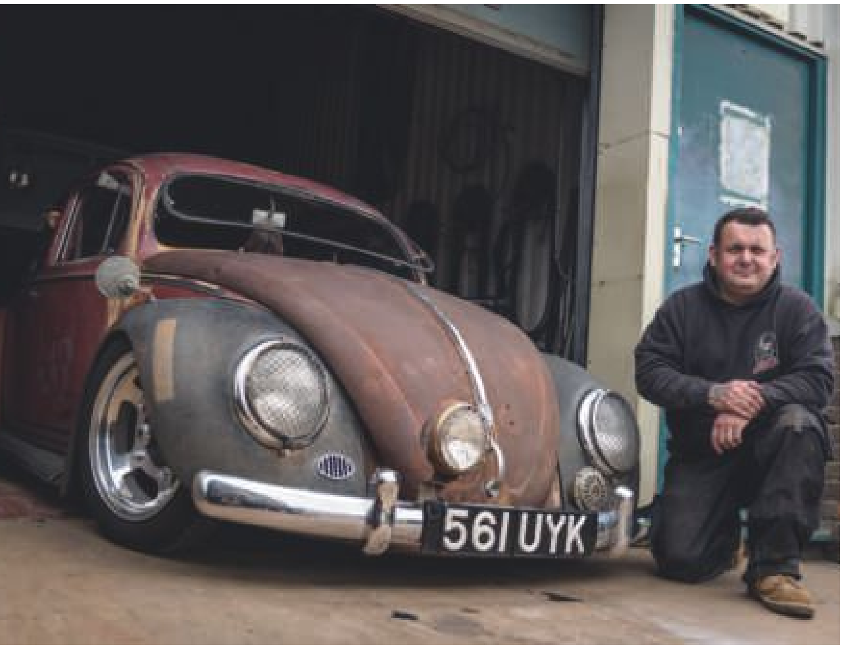


∧ Wood-rimmed, shallow dish Speedwell wheel sets the race-influenced rat ambiance inside

Got any empties? Anything vaguely old and iconic looks at home inside Steve's '53

Hurst shifter looks nice and is a pleasure to use, apparently

∨ Steve Ridley from Boston, Lincs didn't really want another project, but took on the Split anyway. When he couldn't sell it, he decided to get it going instead…



front, there's a five-inch narrowed beam with custom shock towers and dropped spindles, while Bugpack shocks are fitted all round. Oh, and the wheels. They're BTRs fitted with 125 Firestones up front and 205s at the rear.

Unsurprisingly, given what he bought, the engine isn't the original. It's a 1641cc unit with twin 40 HPMX carbs and a lot of other internal trickery that was built up by a mate. Steve: "I'd been nagging him for months to let me have it and, despite not being that big in terms of capacity, it's a quality build and is good for 100mph."

The interior was sourced from various shows, off the internet and via thesamba.com, while other bits came from the likes of Karmann Konnection and courtesy of Steve's friend, Alex. "Yes, I mustn't forget to mention 'Smurf' and his private stash!" he smiles.

Steve's now got his own business, Phat Ridleys, so he's making a living out of restoring and customising old VWs. And it was when a vehicle arrived at his Boston workshop for a forthcoming Volksrod project that he stumbled on a suitable headlining. "When I looked, it had the original woollen-type headlining, so I carefully got it out and painstakingly transplanted it into my car."

Opening front windscreen is a popular talking point. Steve did the conversion himself

Other nice detail touches include the Speedwell steering wheel and horn push, Lucas wing mirror, various old Bug plaques, Talbot mirror with blue tint glass, headlight grilles and the safari opening windscreen, which Steve fabricated himself and tells us gets lots of attention. The Hurst shifter was another much appreciated acquisition from his mate, Smurf. "It's not been messed about with and is a pleasure to use."

Daily duties

We haven't got round to mentioning the Zwitter's nickname, 'Fud' and its origins. "That goes back to the really early days when someone had written some graffiti down the side saying 'Bug Fun'," proffers Steve. "My wife, Sarah, said the n looked more like a d, so she named him Fud. She's from Glasgow and Fud is slang for an idiot, so she found it amusing at the time and it's kind of stuck."

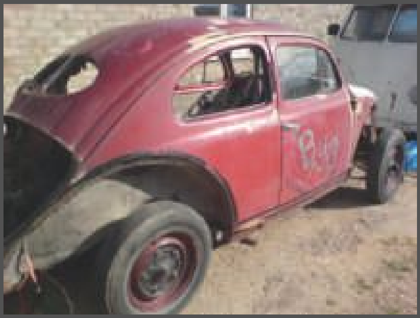
Anyway, Fud's first outing was in 2015 but, despite nearly 10 years of hard graft, its inaugural drive didn't exactly go as Steve planned.

> "I didn't really know what it was, but it looked a complete and utter wreck"

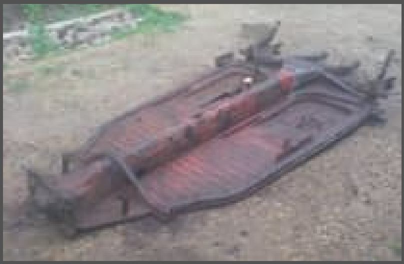
TECH INFO

GEARBOX: stock GT Beetle
WHEELS AND TYRES: BTRs; Firestone 125 at front, 205 at rear
SUSPENSION: 5-inch narrowed beam with custom shock towers; dropped spindles; castor shims on front; two spline rear drop; extended spring plates; Bugpack shocks
BODY: 1953 Zwitter Beetle; Lucas mirror; wire lens covers; opening front windscreen; KC Daylighter spotlight; ADAC badge; Talbot mirror
INTERIOR: Speedwell steering wheel; Hurst shifter; period correct seats

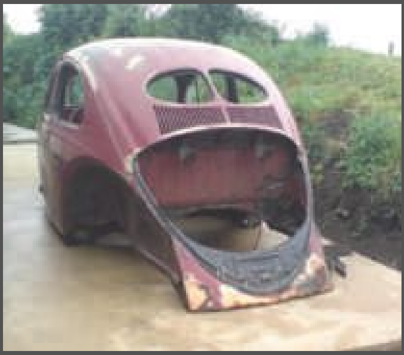
THE BUILD



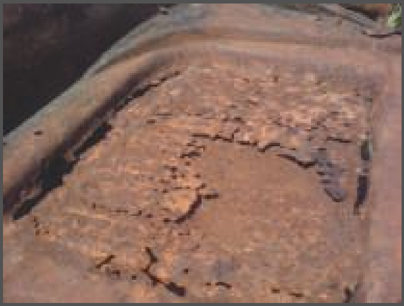
Rare Zwitter arrived minus wings, interior and various other body panels



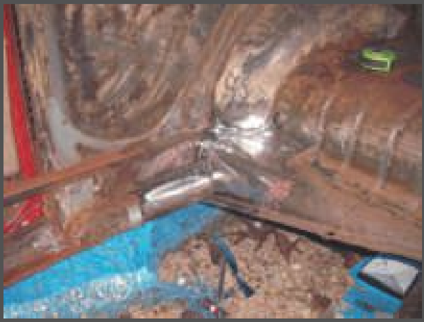
Floorpan was stripped, sandblasted and repaired before being powder coated



Steve preferred to repair rather than replace in an attempt to preserve the Bug's true identity



Despite extensive rot, Steve says he didn't buy a single repair panel



This is where Steve's metal fabrication and welding skills came to the fore

According to its birth certificate, Steve's car was originally black. Not that you'd know it

“Its first trip was meant to be to European Bug-In, but a couple of hours before we were supposed to leave the fuel pump packed up, which caused a mild engine fire,” says Steve with a worrying calmness. “I had to be towed home and we ended up taking the family car instead, which was a tad disappointing.” As it happened, however, it turned out to be a blessing in disguise in terms of progressing the restoration. “While at Chimay, I came across the front and rear seats correct for the car! Once Sarah got over the shock of how much they were, considering what state they were in, she was pretty cool about me buying them. That said, I had to beg and borrow the money off my good friends and ring my mother to get her to make a bank transfer to pay them back as I never thought of taking that much money.”

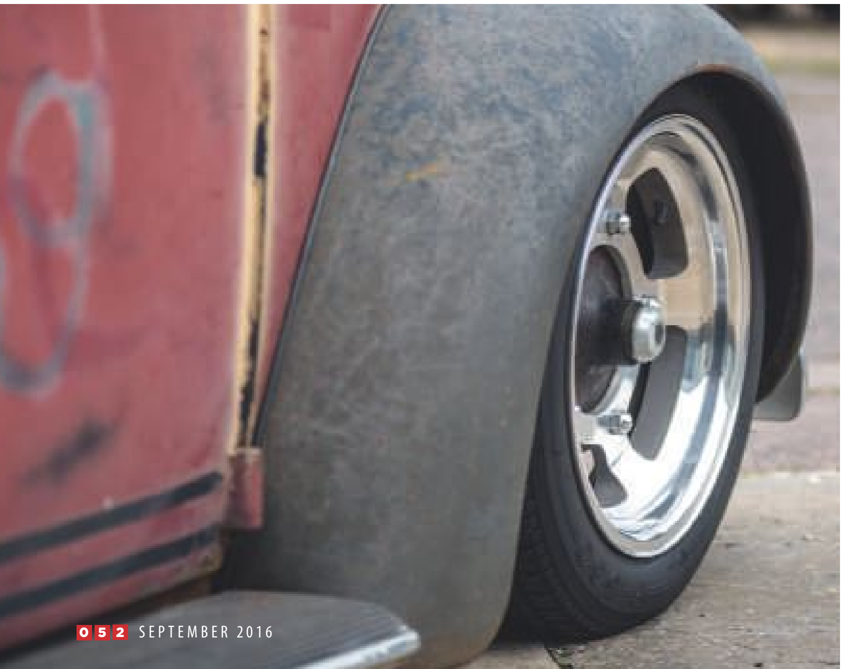
> “Early on, I got pulled over by a policeman...”

Another early outing proved equally eventful. “Early on, I got pulled over by a policeman. He took one look at the Bug, saw the alloy race seat I had fitted at the time and really tried to go to town on me,” Steve recalls. “He was convinced it wasn't roadworthy and, when he asked whether it had a valid MoT, he must have thought he'd got me when I replied no. However, his face soon dropped when I pointed out it didn't need one because it was made prior to 1960. When he fired back with, ‘Okay, so where's the seat belts?’ he got an equally unwelcome reply. Again, I told him it didn't need them because it doesn't actually have the fittings.”

These two unfortunate incidents aside, Steve reports that his ancient VW is an absolute pleasure to pilot. “It drives really well. In fact, I get to climb behind the wheel virtually every day, come rain or shine, and use it sometimes instead of the work van. I just love the attention it gets. Okay, people always ask ‘when are you going to paint it?’ but I've got used to that now.”

Looking back, the most difficult part of the build was “life getting in the way,” as Steve puts it. “I can honestly say I wouldn't have done things any differently. I had a vision and built it my way, with just a few idea and style changes along the way,” he adds. “I did everything myself and, to an extent, it's still a very original car because I managed to save so much. I even have the period engine and gearbox stored away safely, so if someone wants to restore it one day they can. Sure, one day I would like to fit original wings, maybe discs up front and get some 48IDAs, but I don't mind waiting. I have had some serious offers on the table from people wanting to buy the car, but I'm not interested. To be totally honest, it's not about the money.” ■

BTRs work well with the narrowed beam



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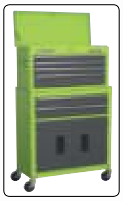

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Lavenham International Vintage Volkswagen Meeting

The UK's answer to Bad Camberg just gets better

Words and photos Paul Bussey

Four years is a long time to wait for a show, but that's the frequency of the eagerly anticipated event at Lavenham in Suffolk, organised by the Historic Volkswagen Club, with support from the Split Screen Van Club. Held over the weekend of 24-26 June, 'Lavenham' is unlike any other VW show in the UK as it caters exclusively for enthusiasts who run ostensibly unmodified, VW and VW-based vehicles built up to August 1967. So no drastic lowering of suspension and no alloy wheels, though period accessories are allowed.

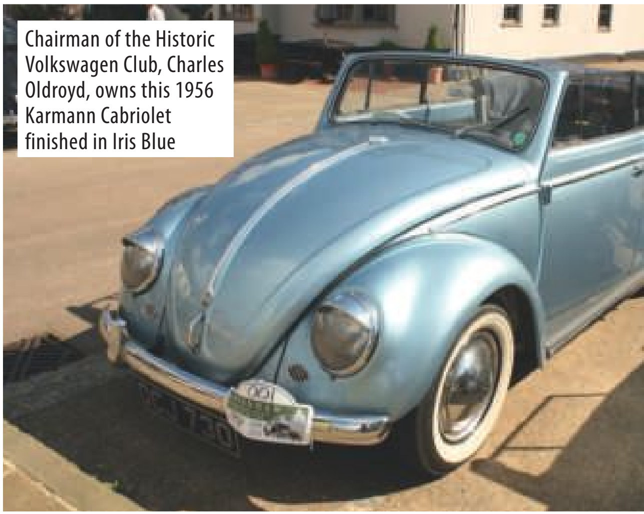
In effect, it's a purist Volkswagen enthusiasts' Nirvana, an event in which to become totally imbued in stock vehicles, displayed within the fabulous ambience of England's finest surviving medieval village, with its numerous splendid timber-framed buildings.

The main focus of proceedings is the Market Square, the display area for Beetles up to August 1957 (that's Split and Oval Windows), Karmann Convertibles and Barndoor Buses. In a change from the previous event held in 2012, the meadow by the river was replaced with other show areas due to the possibility of flooding. A well-planned route directed visitors on foot through the streets from the Market Square to Lavenham Hall, where the displays of Karmann Ghias were to be found and, within the stable yard, all models of Type 2 up to 1963. The rest of the display vehicles were situated on the Sports Arena, with all other Beetles, Type 2s, military vehicles and a small trade area. Adjacent to this was Volkswagen-only visitor parking for vehicles attending, but not meeting the strict show criteria.

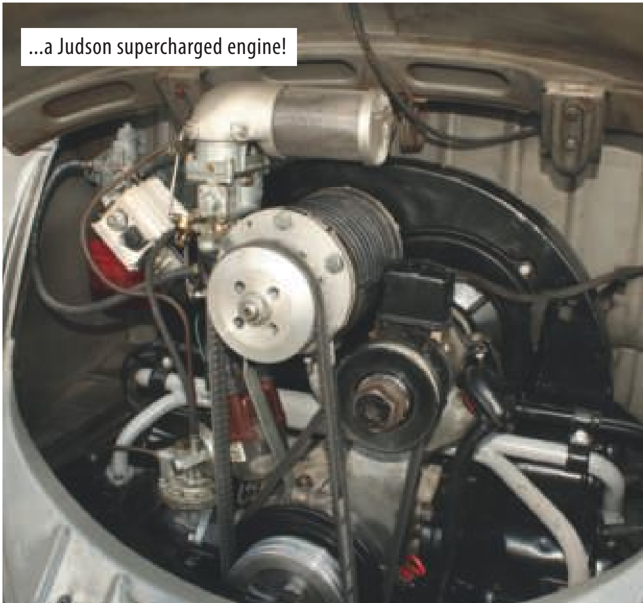
In all, there were 160 pre-entered vehicles, by far the most predominant being Beetles, and they came from far and wide. We spotted cars from Germany, Holland, Belgium, as well as Scotland, Wales and Jersey. Though cars started arriving on the Friday, Saturday was the main show day, followed by a meal in the village hall in the evening, while the highlight of the Sunday was a mass cruise in the morning. Without doubt, Lavenham is a very special event, long may it continue and prosper. ■

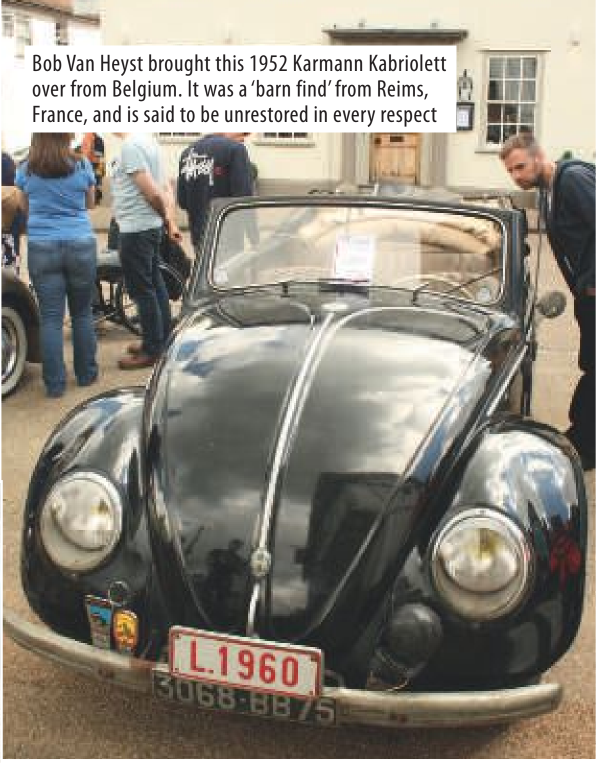
> "no drastic lowering of suspension and no alloy wheels"

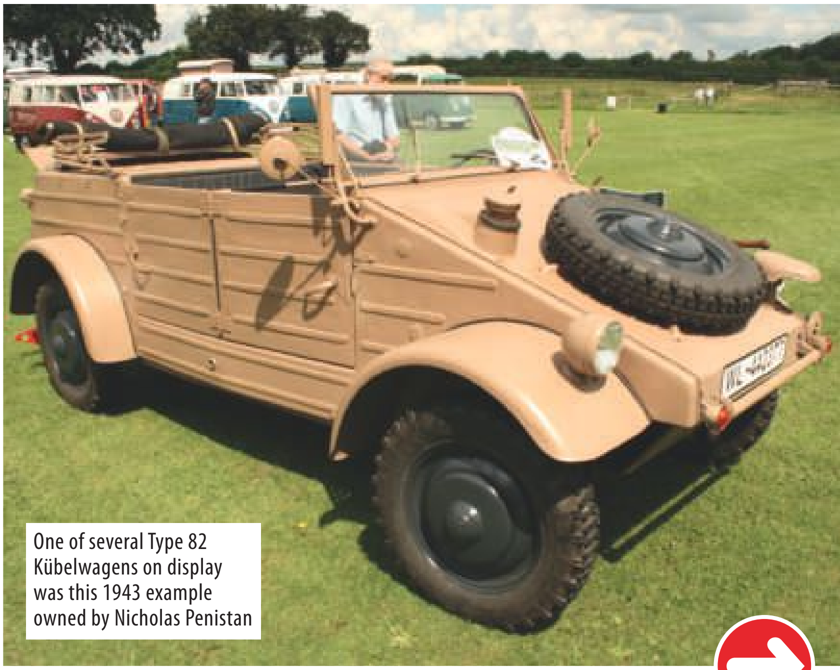
Andy and Theresa Hall bought this 1964 Type 34 Karmann Ghia in 1981. It's a past concours winner and a well travelled car

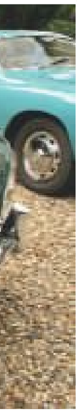

Chairman of the Historic Volkswagen Club, Charles Oldroyd, owns this 1956 Karmann Cabriolet finished in Iris Blue

One of several cars attending from Holland, Lucien Slings' 1949 Standard model had a surprise under the decklid…

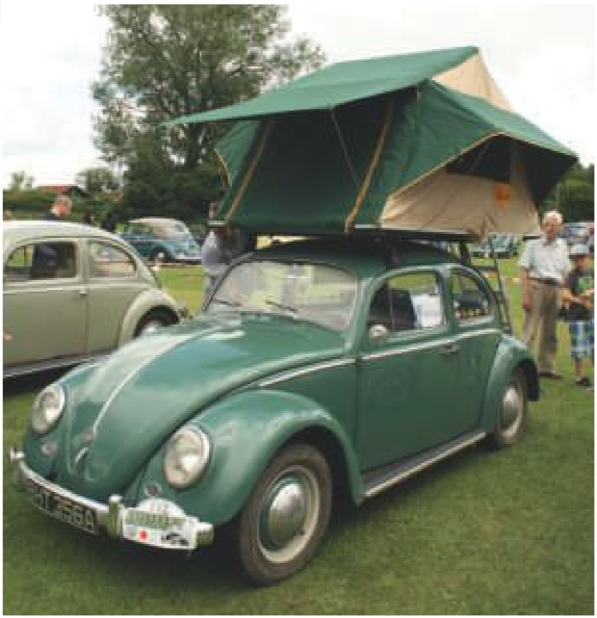

...a Judson supercharged engine!

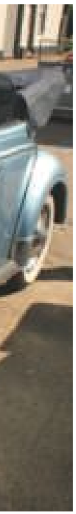

Bob Van Heyst brought this 1952 Karmann Kabriolett over from Belgium. It was a 'barn find' from Reims, France, and is said to be unrestored in every respect

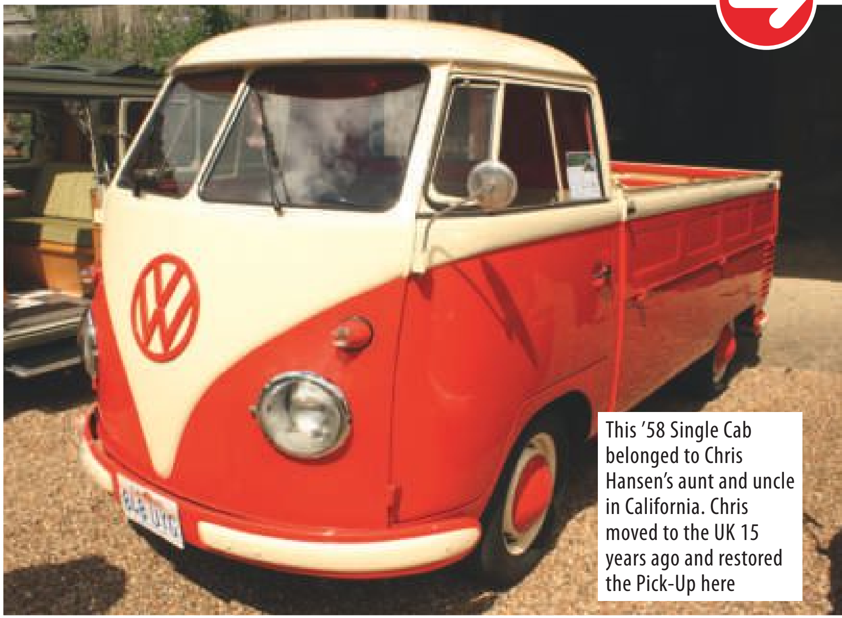

One of several Type 82 Kübelwagens on display was this 1943 example owned by Nicholas Penistan

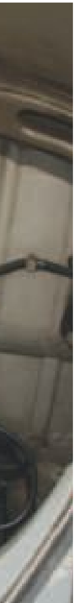


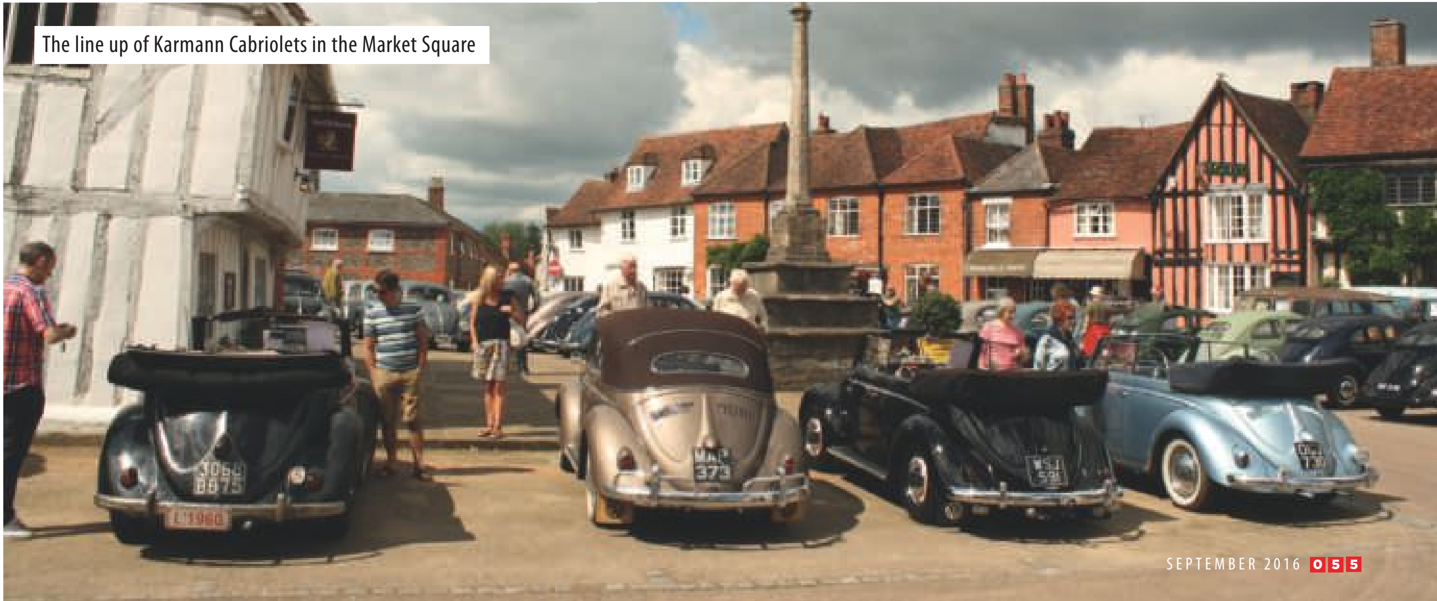
Lee Byford's Ceramic Green 1959 Beetle was wearing an unusual roof-mounted tent. Though it has lost its original registration plate, the car has remained in the Bristol area all its life

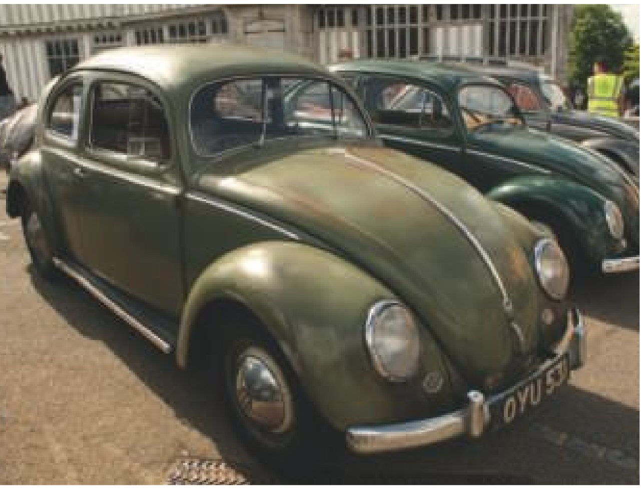




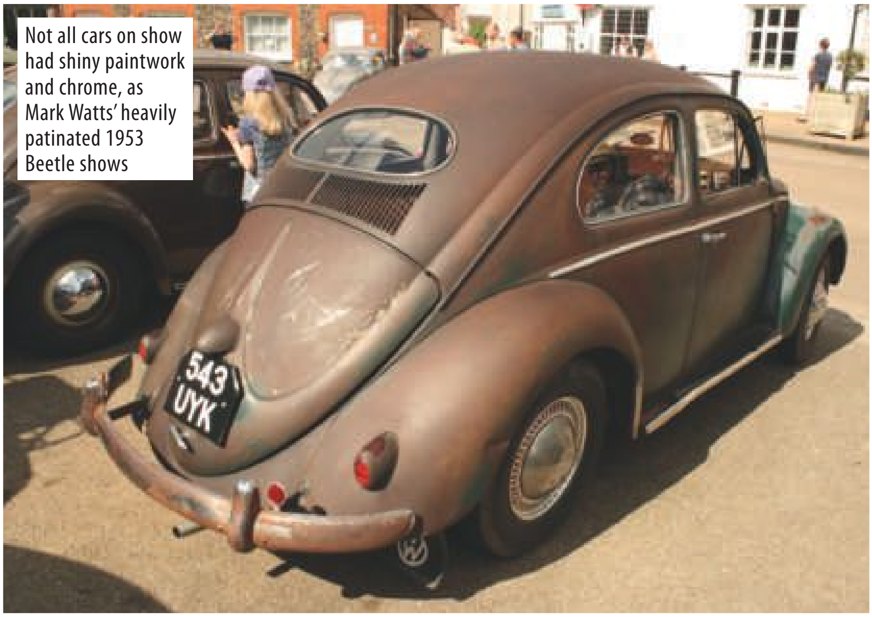

This '58 Single Cab belonged to Chris Hansen's aunt and uncle in California. Chris moved to the UK 15 years ago and restored the Pick-Up here



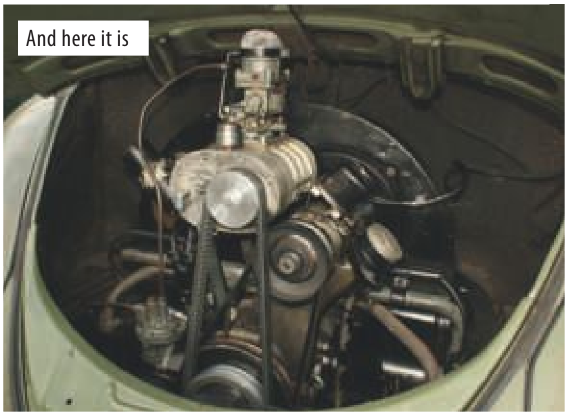

The line up of Karmann Cabriolets in the Market Square



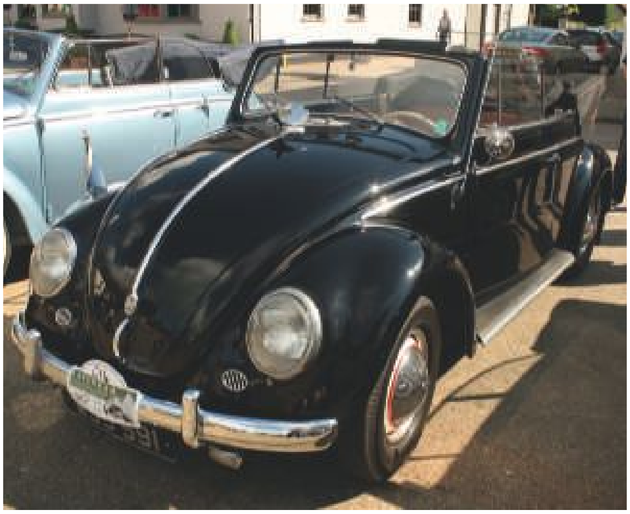
Si Medlicott and Jess de Sousa's '54, finished in Iceland Green, is said to be completely original and its engine is fitted with a Pepco / Speedwell supercharger



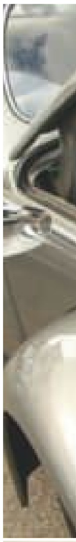
Not all cars on show had shiny paintwork and chrome, as Mark Watts' heavily patinated 1953 Beetle shows

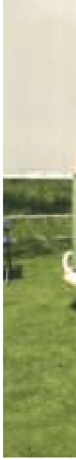


And here it is

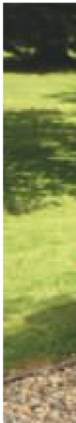


Martin Jewell's 1955 Karmann Cabriolet was exported to Sweden when new. It was later sold to an owner in Milan, Italy, who rebuilt the engine using an Okrasa twin-carb conversion and Abarth exhaust. Martin has owned it since 1999

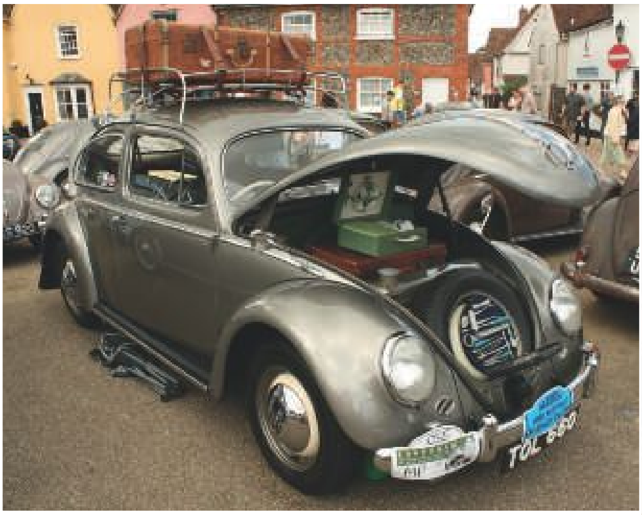




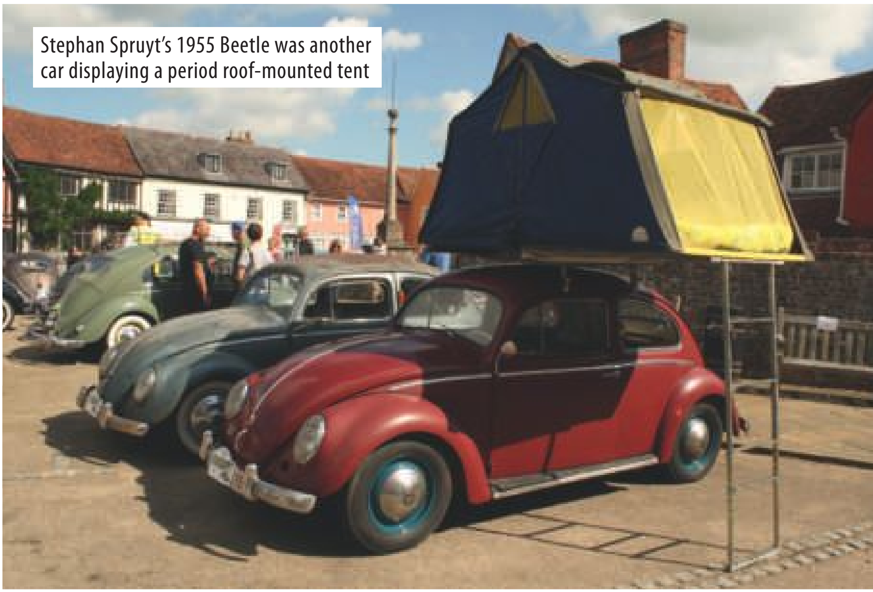
Phillip and Jayne Thomas' 1964 Split, finished in Birch Green and Ivory, was imported from California in 2006 and has been fitted with a Sundial camping interior



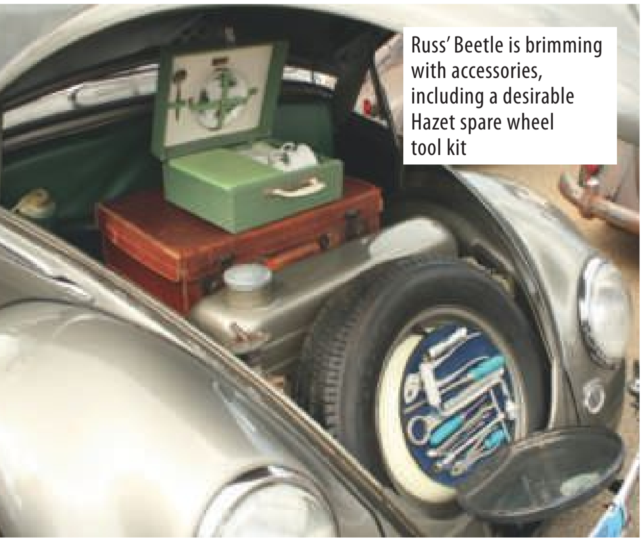
Russell Williams' 1954 Karmann Ghia coupé is another that wears its original paint, interior and engine with pride



This 1956 1200 Deluxe Beetle, owned by Russ Cartwright, has just 61,000 miles on its original engine and a documented history from new. It was a *VolksWorld* feature car in 1989

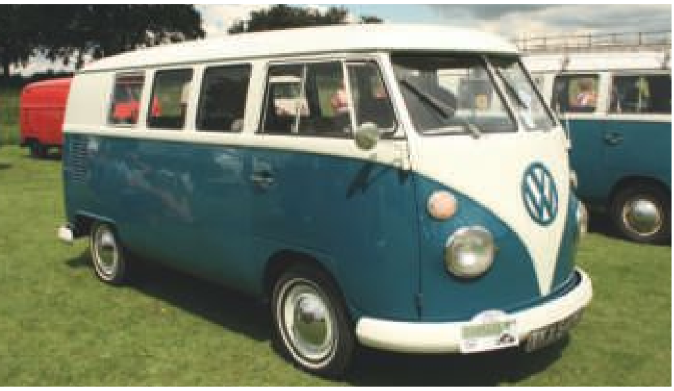


Stephan Spruyt's 1955 Beetle was another car displaying a period roof-mounted tent

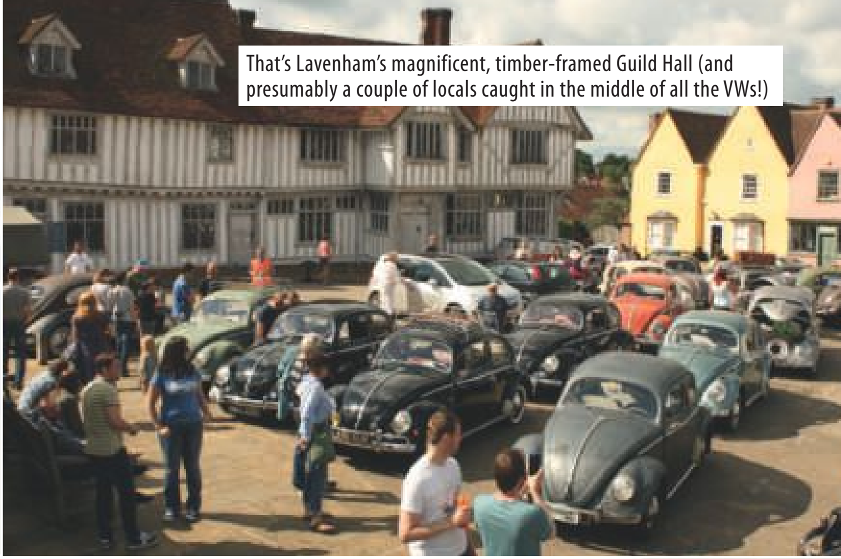


Russ' Beetle is brimming with accessories, including a desirable Hazet spare wheel tool kit

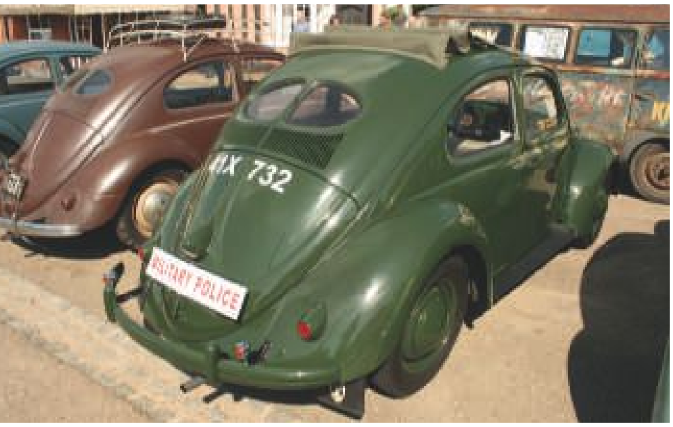
Part of the impressive Type 2 line up in Lavenham Hall's stable yard



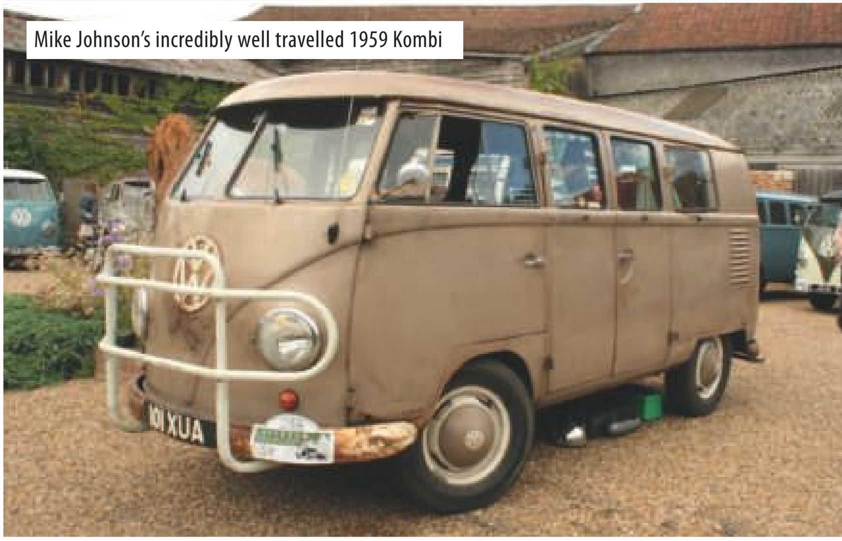
This 1966 Split still has its original Devon camping conversion in place, having been owned by the same family between 1968 and 2010. Nowadays it's owned by Steve and Laura Holden, who have driven it all over the UK and Europe



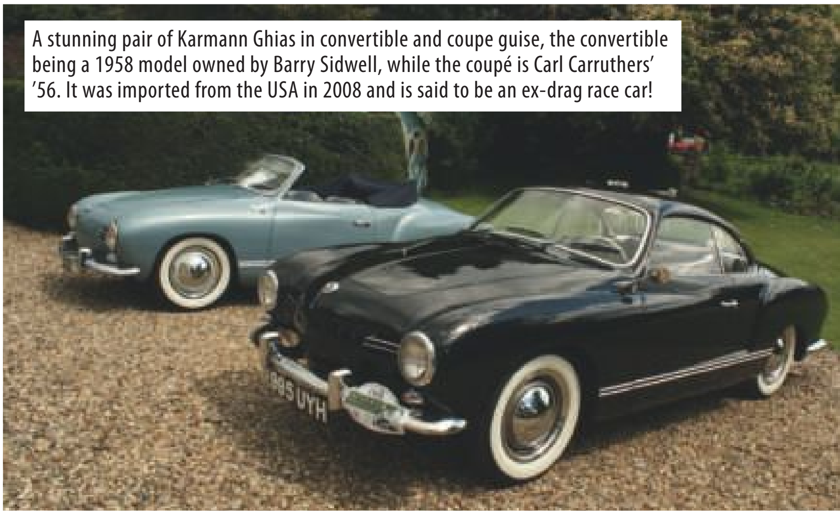
That's Lavenham's magnificent, timber-framed Guild Hall (and presumably a couple of locals caught in the middle of all the VWs!)



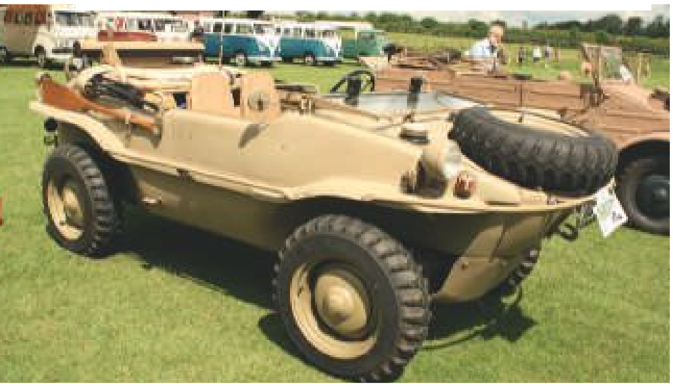
Owned by Clive Cunio, his 1952 Type 11E was in use by the British military in Germany and allocated to military chaplain Martin Atkinson. There is anecdotal evidence to suggest it was used to extract people from East Germany through Checkpoint Charlie



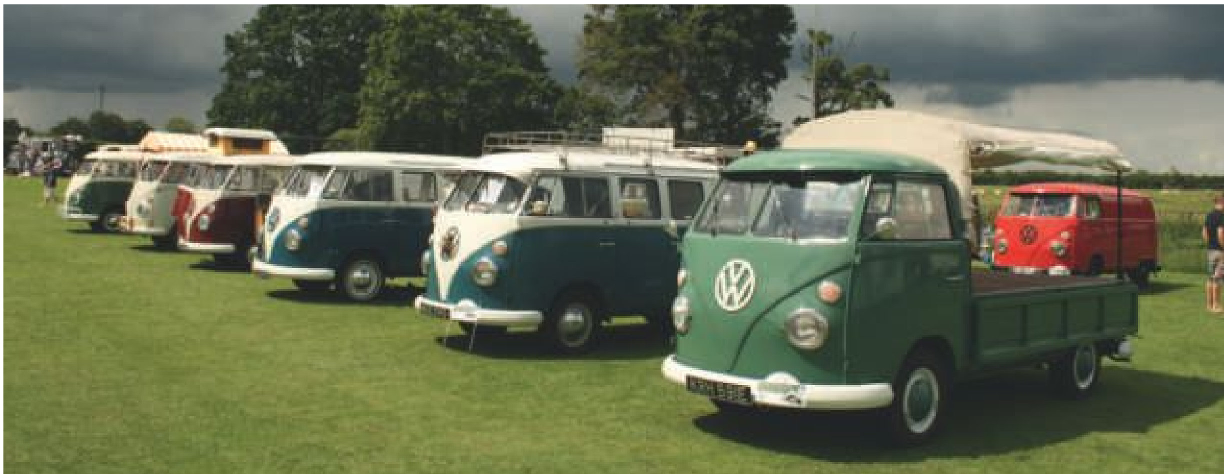
Mike Johnson's incredibly well travelled 1959 Kombi



A stunning pair of Karmann Ghias in convertible and coupe guise, the convertible being a 1958 model owned by Barry Sidwell, while the coupé is Carl Carruthers' '56. It was imported from the USA in 2008 and is said to be an ex-drag race car!



Military vehicles included this much admired 1942 Schwimmwagen owned by Phil Jarvis



The remainder of Type 2s could be found in the Sports Arena field. Note the storm clouds approaching, which hit Lavenham at midday

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ALL PRICES INCLUDE VAT

All assembled by our own craftsmen

SILVER ENGINE *DIY PRICE: £799*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.

TES ENGINES

GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £949

BIG BORE RED ENGINE *DIY PRICE: £1049*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

NEW!

DIY PRICE: £1,599

We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

1776cc	***DIY PRICE £1,949***
1835cc	***DIY PRICE £1,989***
1914cc	***DIY PRICE £2,039***

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £899

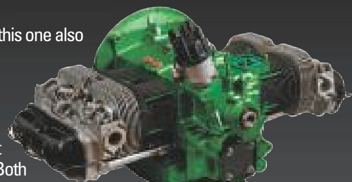
NEW!

GREEN ENGINE *DIY PRICE: £999*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

NEW!

1600cc	***DIY PRICE £2,149***
1641cc	***DIY PRICE £2,199***
1776cc	***DIY PRICE £2,469***

TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £999

TRANSPORTER 1·7 - 2·0 (1972-'83)

DIY:£1,849

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,099

NEW!

BIG BORE TRANSPORTER 2400cc

In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,199

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,399

10 YEARS SEAL OF APPROVAL

BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,799***

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,899

NEW!

All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.

EXCHANGE GEARBOXES

Type 1		£639	Type 2 Freeway flyer	£1049
Type 2	up to 1.6	£699	Type 25, 4-speed	£749
Type 4	1.7 to 2.0	£749	Type 25, 5-speed	£999

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Enjoy a coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice.

- Machining service available for home rebuilds, etc.
- All single port engines feature recon. cyl. heads.

NOTE: Prices are subject to change without prior notice.

1600 DIESEL T25 TURBO / NON TURBO

All our deisel engines are fitted with **NEW** cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

DIY PRICE: £1299

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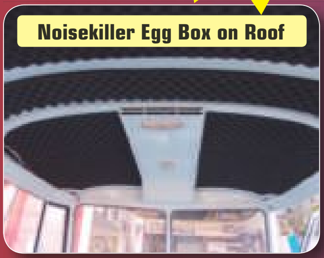
Noisekiller on Rear Load Space



Noisekiller Egg Box on Roof

Noisekiller Barrier mat used on wheelarch

Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Middle Floor

Noisekiller on Front Floor

Noisekiller sound Barrier on floors

Noisekiller Barrier mat on front and rear wheel arches, transmission tunnel, & doors

Roof kits
£150

Front and Rear Kits
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Full Kits
£300

BEETLE KIT CONSISTS OF

- Front wheel Arch • Front and Rear Floors
- Transmission Tunnel • Doors • Rear Sides
- Rear Wheel Arch • Under Rear Seat
- Rear Bulkhead • Parcel Shelf

All for £199 ! plus shipping

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Oil pressure switches

We have the oil pressure switches available for many years for the air-cooled engines as part number # 01817, and now also for the water-cooled petrol and diesel engines.

# 20513

Roof bag for Westfalia roofrack

Already available for the late Bay Window Buses and the T3 as part number # 20503, today also available for the Campers from 1967 until 1974.

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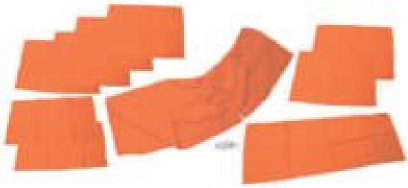
Curtain sets for your Camper

These new curtain sets are for your Westfalia Camper, they match the original colors and fabric.



# 04971

Oil pressure plunger screw

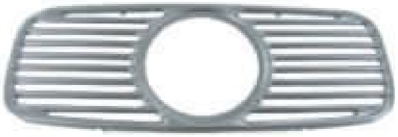
Engines manufactured until 7.1969 have one oil pressure plunger located not far from the oil pump, later models have an additional plungers close to the flywheel. This locking screw is a genuine Volkswagen part delivered per piece.

Volkswagen Classic Parts

# 04233

Beetle speaker/clock grill

To install a clock a different type of grill was used as shown below. The metal mesh behind the speaker grill is not included, order it separately as part number (# 0231).



# 04458

IRS suspension arm washer

This is an original VW parts product. You'll recognize the genuine ring because they have the typical notch.

Volkswagen Classic Parts

# 09806

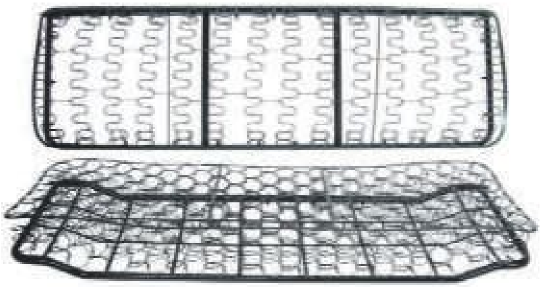
Cosmo wheels

This reproduction of the renown Cosmic wheel is in stock, including the wheel cap and chrome finished valve stem, but without the wheel bolts.

# 26520

Cabin bench frame bottom and backrest for the Split Bus

An old frame will need restoration, the springs are the most important part of the frame, if they are in a bad shape the end result after installing the new upholstery will not be satisfactory. It is a perfect reproduction of the original frame, complete including all spring sets and painted in black powder coating, ready to be installed.



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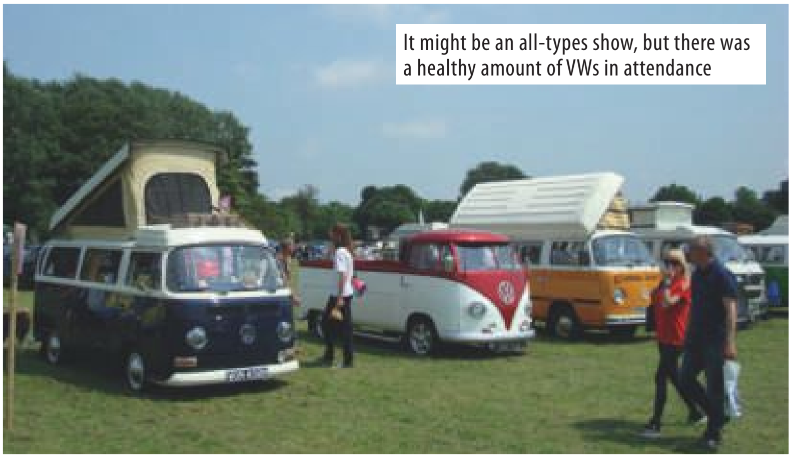
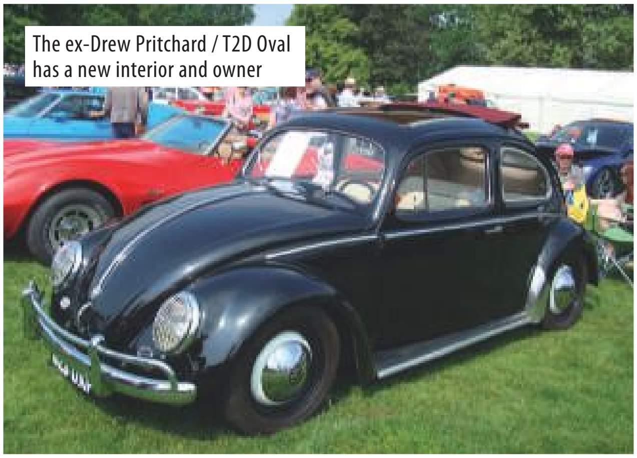
Steve Gosling's Microbus was the lowest Bus on the field by a country mile



It might be an all-types show, but there was a healthy amount of VWs in attendance



The ex-Drew Pritchard / T2D Oval has a new interior and owner

Bromley Pageant

A balmy Sunday of classics in a park. What could be better?

Words and photos James Peene

Bromley. Not exactly the most thrilling place on earth is it? Throw the word pageant after it and it sounds positively turgid. However, this one-day classic car show has been on our hit list for a number of years and, when it came back under the umbrella of our new owners, we thought the time was right to pay a visit.

The Pageant is an all-types classic car show where the entrants are arranged into classes, so think row upon row of MGs, Triumphs and, thankfully, air-cooled VWs, of which there were a goodly number. Word from the show's organisers is that there was over 1,000 cars parked up on Norman Park, and we can well believe it. It was chocker.

Generic car shows like this make a nice change as you get to see how things are done outside our scene, and to see how our cars go down with other petrolheads. And it doesn't matter how much of a dyed-in-the-wool VW geek you are, if you're into cars there's something of interest to everyone at the Pageant. V8-powered Morris Minor? Yes please. Patina Triumph TR3A? Heck yeah.

What's also cool about a non-VW-specific show like this is the swapmeet. There's no 'scene tax', so you stand the chance of finding something unusual or of interest that can be bought for a bargain price. Well, maybe not in the instance of the chap selling the Hazet Assistent who was basing his price on "what he'd seen others for on eBay", but you can't win them all.

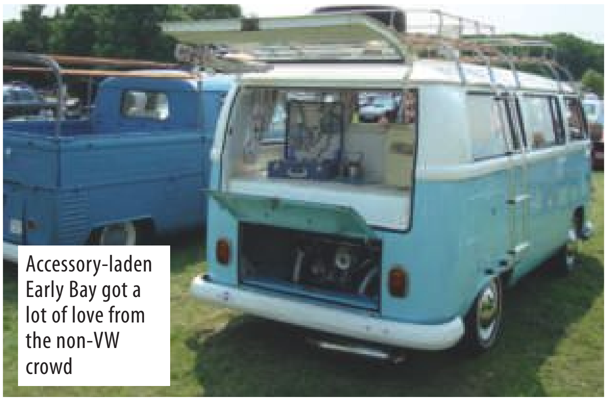
So, if you're looking for something car-related with a difference in the Kent area, pop this one in your calendar for next year. ■

Satin paint Double Cab sat well on banded steels

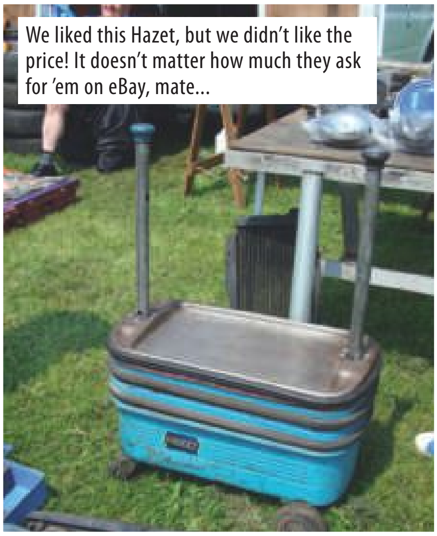
This Ghia Cabriolet was a new on on us. Cool ride for sure

Bromley Pageant

First proper airing of my '60



Accessory-laden Early Bay got a lot of love from the non-VW crowd



We liked this Hazet, but we didn't like the price! It doesn't matter how much they ask for 'em on eBay, mate...

Crossover Westy looked like a nice project, just the interior left to do

Original paint Ghia Coupé got our pulses racing. A car we'd have driven home

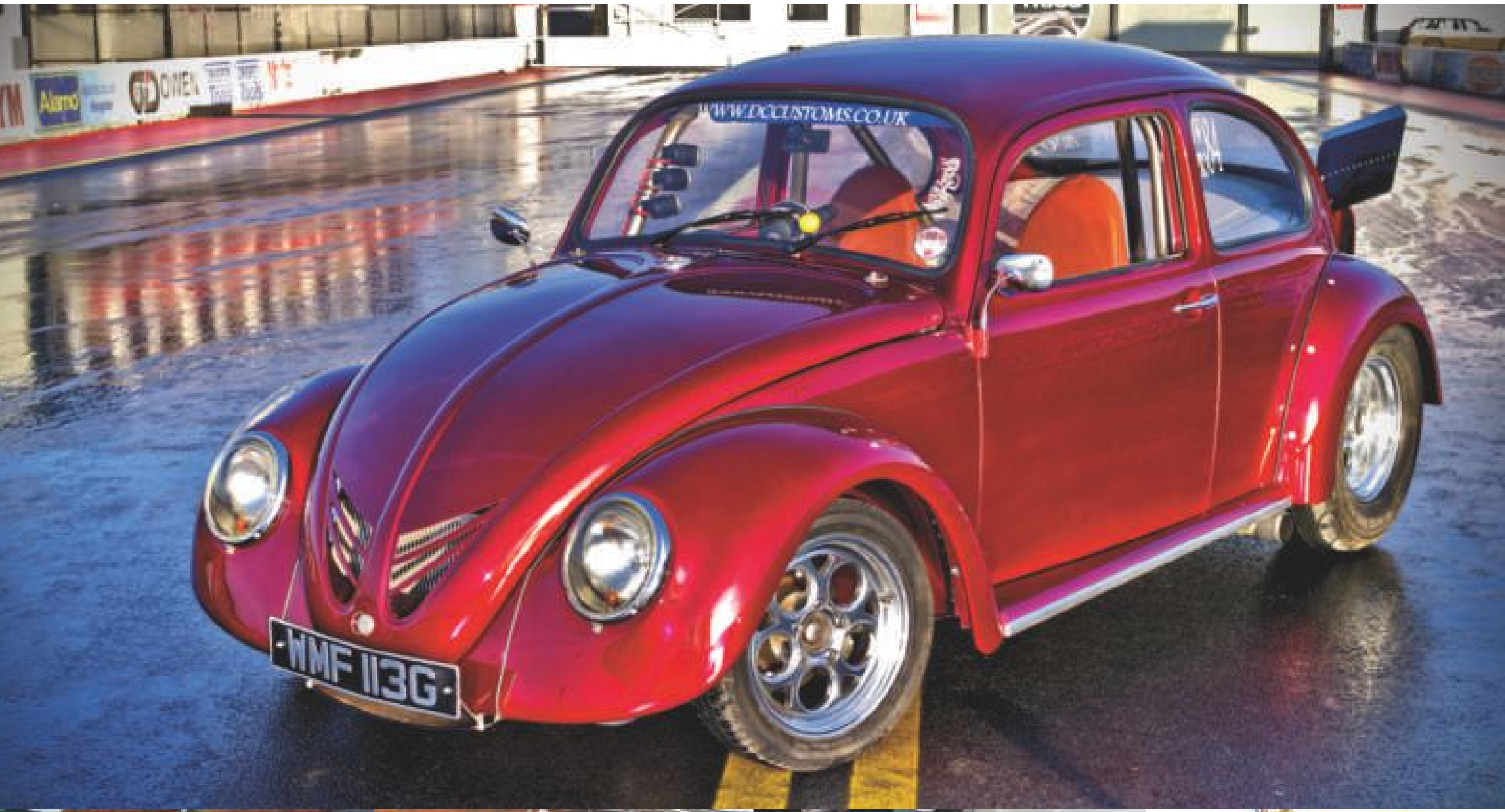
Now there's a Moggy we could get on board with

THE ORIGINAL
SAILOR JERRY
SPICED RUM

We just couldn't pick a favourite from the number of cool boxes this chap had for sale

Tops popped and ready to go. A fab day to sit and bask in the sunshine

DC CUSTOMS



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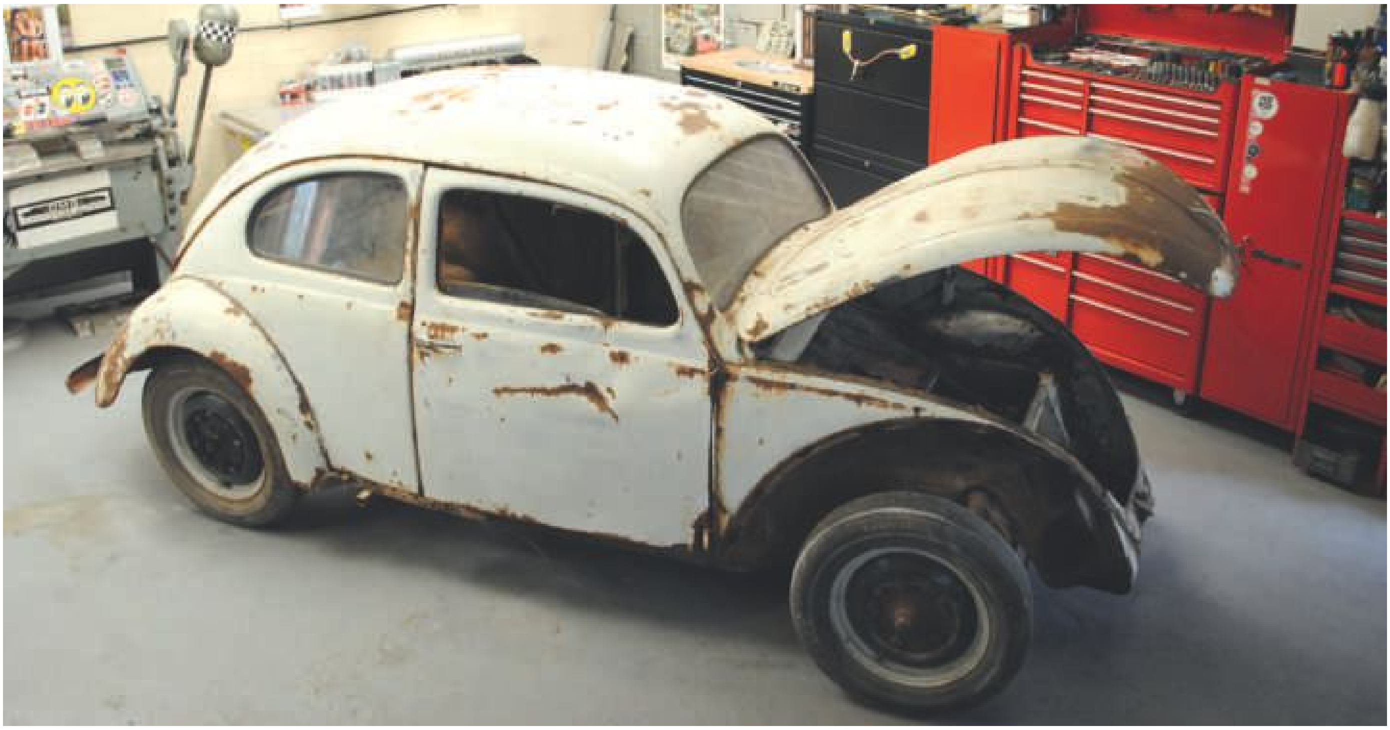


Part 1 – to the rescue

The first instalment of what promises to be one of the most talked about restorations in the magazine's history…

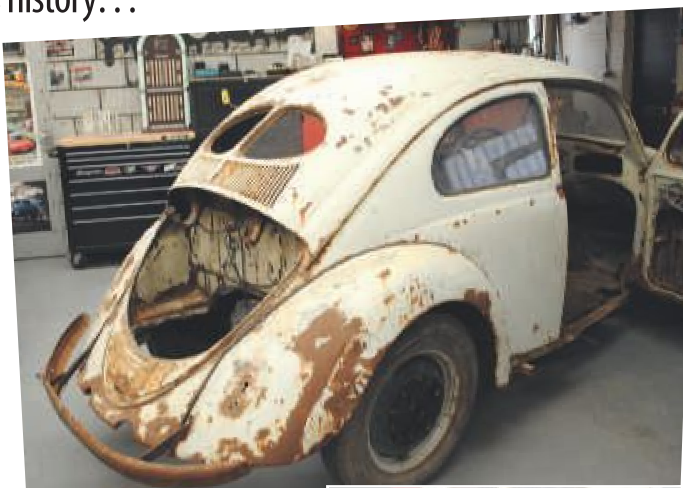
Photos: Lloyd Jackson

Undaunted by what would normally have been considered terminal rust, Lloyd Jackson at Deluxe Metal Works is about to unleash his considerable metalworking skills to save this 1950 Split. With other specialists getting involved along the way, his target is to transform this rust bucket into a prized exhibit at The *VolksWorld* Show 2017.

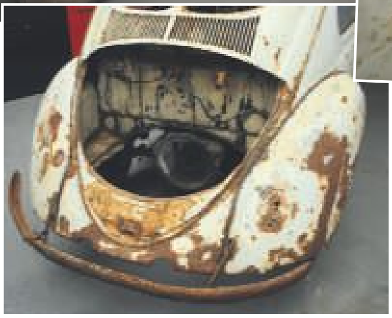
And *VolksWorld* is going to be there to witness every nut being loosened, every grazed knuckle and each and every step of the restoration process along the way.

Of course, it's not Lloyd's first project. He's been churning out some of the most outstanding projects the VW world has seen over the last few years, including a notable entrant in last year's Sandown show. And his magpie-like beady eye when it comes to tracking down potential show cars is what led him to buy this Split Window Bug some six months ago.

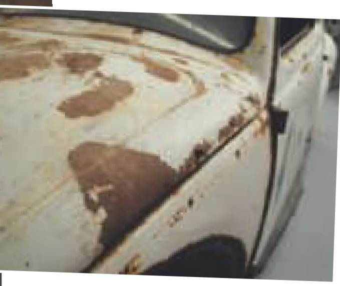
"I am always on the look out for new projects," smiles Lloyd. "I found this one



< Bug was rescued from a field in Portugal before being imported into the UK in 2015



> Luckily, the rear wings are original to the car, and even though they have had the wrong rear lights fitted at some point you can see the dimples for the original light housings which are only present on Split wings. They need a lot of work, but these will be an easy fix compared to some of the other body repairs



^ Bonnet has seen better days, but Lloyd's confident it can be repaired. There are holes on the inside where the hinges bolt up, so new metal will need to be let in here

This is one very rusty car, and one that's going to receive a lot of love in the coming nine months

Lloyd found evidence of plenty of past repairs

The idea is to retain as much of the original metal as possible

The Split Bug dash has to be one of the best looking fascias of all time. The passenger side heater channel and floor don't look so good though

on eBay, so I thought I'd give it a punt, simply because it had got matching numbers and originally I thought I could recycle it and use all the parts." Despite looking, as he puts it, "pretty bad," and missing quite a few important bits, he bought it anyway. "It sat in the workshop for a while but, as time went by, I just couldn't bring myself to take a disc cutter to it. It just seemed a bit disrespectful."

Eventually, the gut-wrenching moment arrived when Lloyd had to make a decision what to do with it. Anything is restorable, but he knew it would take a huge amount of skilled effort, time, patience and sheer dedication to get it anywhere near a road again. "To be honest, they don't come much worse than

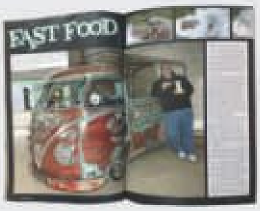
> "I just couldn't bring myself to take a disc cutter to it. It just seemed a bit disrespectful"

LLOYD JACKSON
Past, present and future

For those who are not familiar with the work of Lloyd Jackson and his company, Deluxe Metalwork, we thought showing you some of his own VWs would give you an idea of the man behind the magic. And for the doubters, it also shows he has form in bringing gnarly Splits back from the dead in record time. Read on and be amazed…

Fat Bob Truck

The first car we featured built by Lloyd was this 1960 Single Cab in 2007. Humorously signwritten up as a redneck shop truck, with Fat Bob's Speed Shop on the cab doors, and shot with skinny Lloyd wearing a fat suit, this was more than just another patina Bus. Shot through with loads of cool details, Lloyd then fitted an absolute monster of a motor in the back, basically a race-spec turbocharged lump.



Slammed Deluxe Bay

Five years after the Single Cab, we featured Lloyd's Early Bay Window, a 1971 Deluxe. The secret with this one was it was static dropped and ran 17-inch alloys, which involved some serious, but not immediately obvious, modifications to the bodywork. Lloyd used his metalworking skills to re-make the interior cab metalwork and wheelarches, but in the style of factory parts. The exterior was left battered and bashed as, by 2012, patina was big news.

Six-month Split

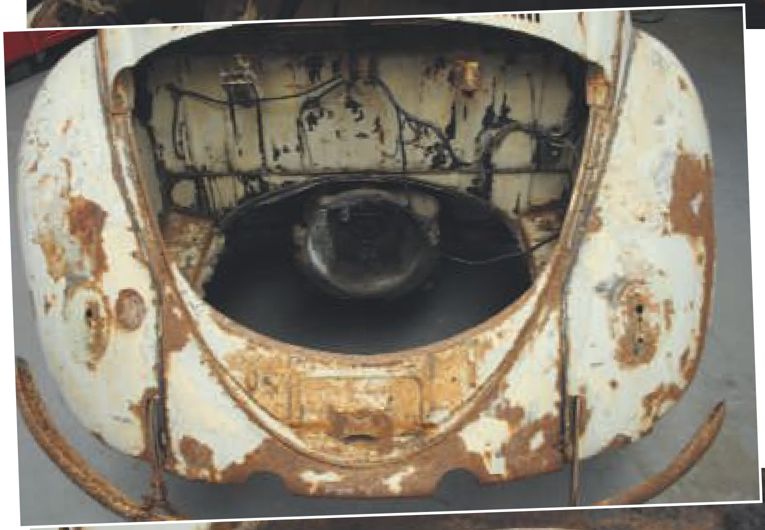
We were stunned by the Split Window Beetle Lloyd debuted at the Freddy Files last year. He had restored the car completely from start to finish in six months. Not only was the timescale amazing, so was the quality. As usual, we put up the award for Best of Show, which means choosing one car at a show with over 1,200 VWs in attendance! We looked at every car there, but there was no doubt about the car we settled on – Lloyd's six-month Split! As you can see, no patina this time, just gleaming fresh paint throughout.

Crotch cooler daily

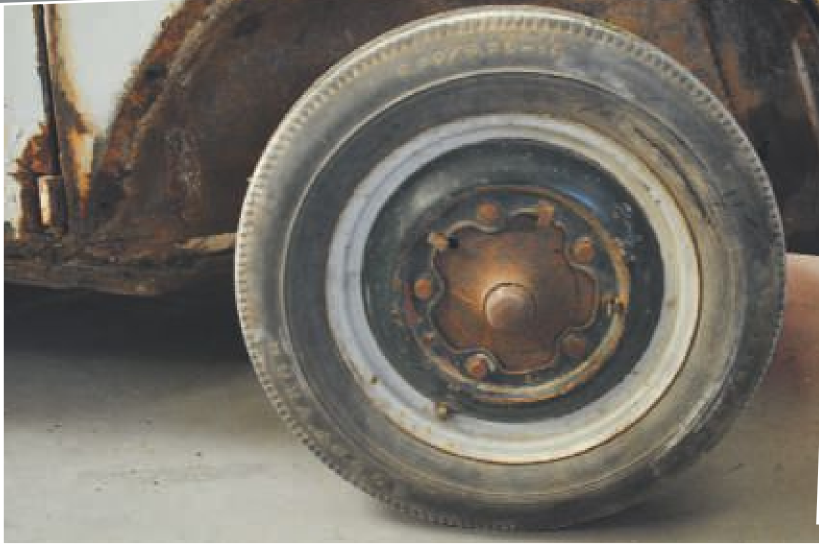
Somehow, in between all his customer work, Lloyd found time to build another Split, immediately after finishing the one that took the big prize at the Freddy Files. This was to be his daily driver, and was done in equally short time. It's a 1951 Deluxe and, as you'd expect, is slammed to the max. The car has been restored but not painted this time as the patina on it is epic.

Deluxe Buggy

Wanting to do something to show off his metalworking skills, Lloyd decided to make 'The Deluxe Buggy' from scratch. He based his creation on the Country Buggy made in low volume by VW of Australia, but it is not simply a copy. Compare the two and you'll see they are very different. Lloyd made the complete body himself from flat sheets of steel, then topped that off by making the bumpers and just about everything else as well. The chassis is a restored and slammed Type 1. We remain amazed!



Rear valance shouldn't have the tailpipe cut outs, so that will need sorting. We're pretty sure that bumper's past its sell-by date, too



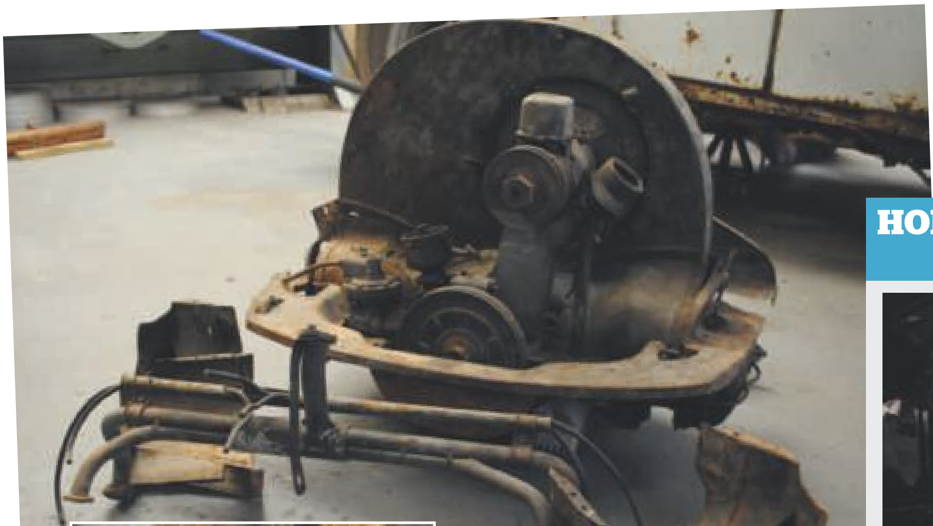
Original 16-inch wheels are in very nice condition, unlike the bottom six inches of the 'shell itself

this. It's horrendous, but something inside told me I had to do it," reveals Lloyd.

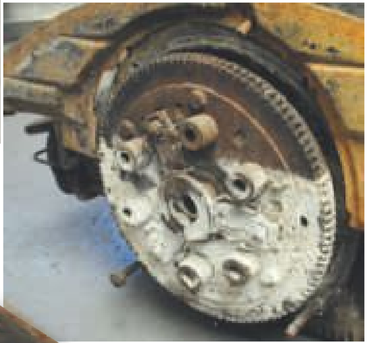
So, as we write, the car is ensconced in the firm's Suffolk workshop ready to embark on the helter skelter ride that will lead to its show debut next April. The desperately short timescale is another reason Lloyd's constantly questioning his own sanity. "I keep looking at it and thinking I must be mad trying to do it in such a super short time period. I know people who would take 10 years doing something like this."

Abandoned vehicle

The origins of the car are sketchy, beyond the fact that the vendor who sold it imported it directly from Portugal. It was found abandoned in



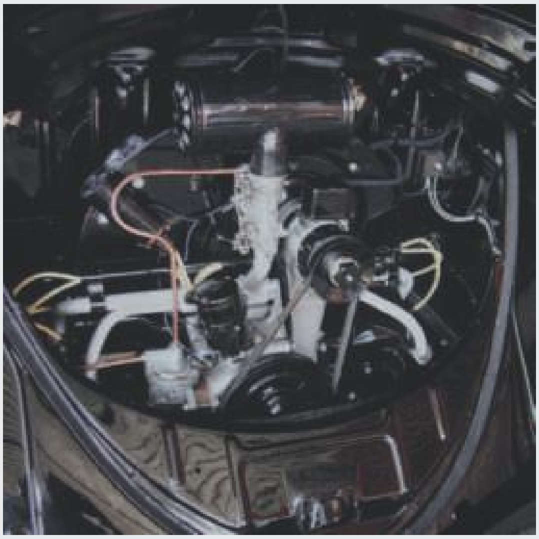
The engine is original to the car. It's missing a few parts, which are going to be amongst the hardest parts of all to find



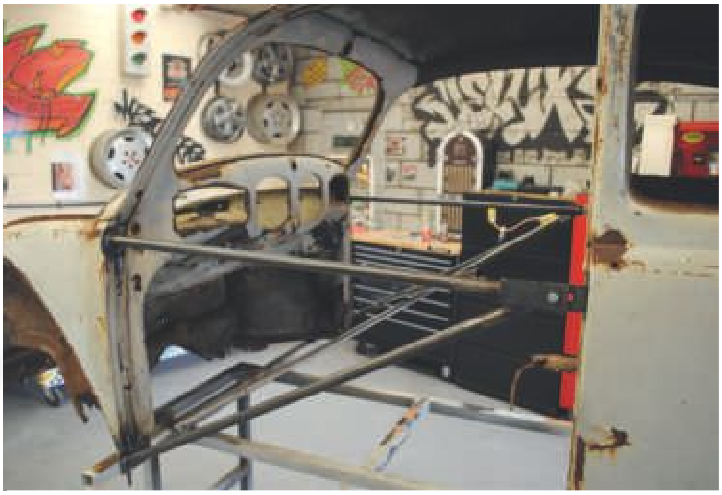
By the looks of this corrosion, the engine has spent some time sitting in water

The number plate on the car is a piece of art. The digits are made from alloy and will be restored to go back on the car. It's a shame there's only one

HORSING AROUND



This is what a stock 25-horse engine is supposed to look like! Note the coffee can air filter, star coil, D regulator and bizarre rear exit distributor. Lloyd's going to have his work cut out finding the missing bits for his unit so, if you have any leads, however tenuous, please let him know.



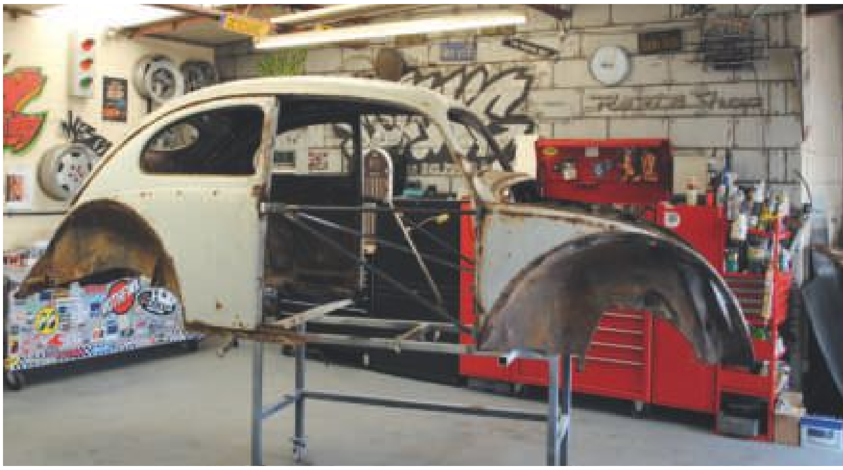
When stripping a 'shell as bad as this, you need to brace it to prevent the body twisting, or even breaking in half. We opted for a bolt-in section with adjustable supports as it makes it easier to align the body when fitting things like the heater channels

Fuel tank is in really nice condition. This will be one of the easier parts to restore

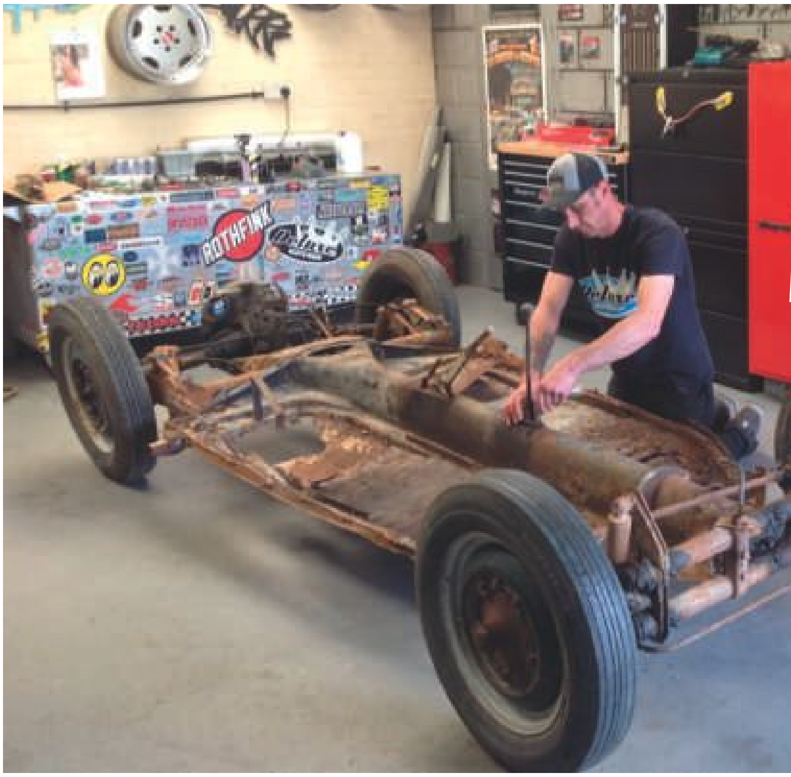
The original engine lid looks rough, but is actually pretty good. We'll see how it looks when it gets back from media blasting

a field, apparently. "I've tried to do a bit of digging, but all I've got from the paperwork is that it was first registered in Portugal on 6 December 1950, and that it was originally Bordeaux Red," explains Lloyd. However, he's got the log book, which proves the engine, gearbox and chassis numbers tally up, which is important. He recognises the fact it's probably spent much of its life off the beaten track by the nature of its previous repairs. "It's a bit like some of the South African vehicles I've worked on – there's evidence of all sorts of oddball fixing up having gone on."

The 25bhp engine is seized solid, and judging by the peculiar tide line on the back of the flywheel may have even been



After removing several nightmare bolts, the body is separated from the chassis for the first time in over 65 years



Lloyd gets to work on the chassis and learns the full extent of the rust. Front suspension rebuild should be reasonably straightforward

The original split case gearbox will be removed and rebuilt

Body tag shows it's a 1950 model and has the stamp mark of 11C, which means a LHD Deluxe Export model. Under the tag you can just make out the body number stamped into the body

submerged in water at some point.

As for the interior, Lloyd has the original seats, but they've been re-covered. The door cards are missing and, while he's got the speedo, he's not got the panel it fits in and he knows parts like this don't come cheap these days.

Noble ambitions

So what's Lloyd got planned for the car? Well, the general idea is to keep it stock, but take it a lot closer to *terra firma*. The restoration will involve what he describes as the "cream of the crop" amongst UK VW specialists, but he insists that won't mean being elitist. "I'll be using the best people, but just so we can show the right process. I see so many VW restorations where people have done just enough to get a car through an MoT, but that's not always the best way to do things because the cars need repairing again a few years down the line. Some cars I see have been welded three or four times in the same place, which is a waste of time and good money."

> "I've already sourced some parts through wanted posts on social media"

He admits the bodywork will prove the biggest challenge, along with tracking down all the missing parts. Although to that end, Lloyd has already made a few crucial inroads. "I've already sourced some parts like the semaphores through wanted posts on social media. I've also traded parts. I had an early '50's radio that would look great in a Porsche 356, Split or Barndoor Bus, so I traded that for a set of rear lights with a guy in Sweden. The bezels need a bit of work, but they'll be fine," he insists. "What I don't want to do is get within two months of The *VolksWorld* Show next year and still be desperately looking for parts. I am missing the headlights, interior light, rear view mirror, clock and clock dash pod, plus some engine tinware, the carb, air filter and exhaust, so if anyone has any of these parts, please give me a call on 01787 827400."

With a plan in place for everything, from metal fabrication to refurbishing the running gear, rebuilding the engine, sorting the interior and bringing the car into a state where it's ready to be painted we'll be bringing regular updates, kicking off next issue with stripping the body, blasting it and treating it ready for the rust repairs to get underway. We can't wait… ■

FOOD FOR THOUGHT?

Okay, maybe this is what our Lloyd has in mind for the Split Bug you see on these pages? We featured Martijn Houthuijse's 1950 Beetle in our April 2012 issue. He'd fitted a 1641cc lump with twin Webers, along with Firestone airbags on homemade mounts to cure his vertigo. Dutchman Martijn bought the car from a pensioner who had owned it for the previous 35 years and had been carrying out a slow restoration, so there wasn't all that much to do beyond a raft of ultra cool modifications when he got hold of it.

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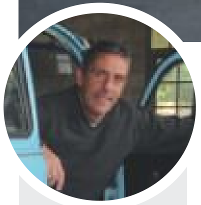
1968 Bug finally appeared after lots of chasing…



Lost in translation

The language barrier wasn't the only worry for Ian when buying his new Bug

OWNER INFO

NAME: Ian Cushway

OCCUPATION: Editor

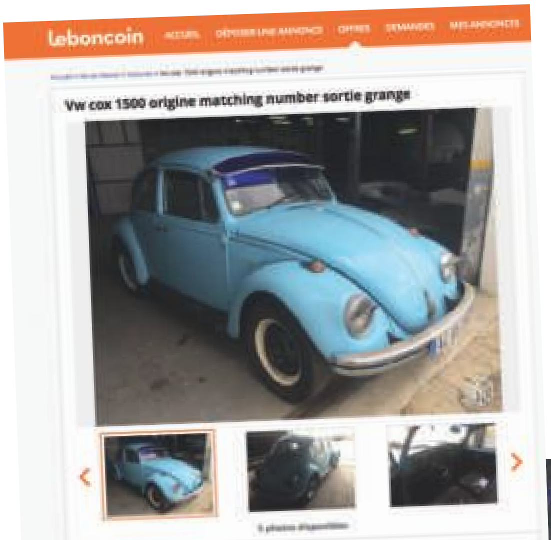
CAR: '68 Bug

WORK THIS MONTH: Getting it and breathing a huge sigh of relief!

Believe it or not, I was thinking about buying another Bug before I got the call from Kelsey head honcho, Phil Weeden, offering me the role of editor. You see, we live in Brittany, France, and you can climb behind the wheel of a car when you're 15½ here. Or that's what my son, who's currently 14¾, tells me. As I learnt to drive and took my test in my mum's 1970 1300 Beetle, I thought I'd get him go down the same route.

Beetles, or *Coccinelles* as they like to call them, are pretty rare in France these days, and the extortionate prices being asked in the classifieds reflect this. If you're into '80's retro then decent Renault Fuegos are two a penny, but if you want a Bug it'll cost you.

Of course, it had to be a left hooker, and, despite the abundance of US imports, nothing for sale really leapt out, apart from a car in bits in Kent, which would involve a trailer, a long ferry crossing and possibly another trip with a van to pick up all the pieces. Ironic, considering that when I lived in the UK all my VWs were LHD.



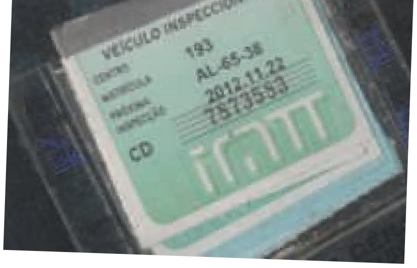
Vw cox 1500 origine matching number sortie grange

Leap of faith: Ian spotted the *Coccinelle* on the French equivalent of Gumtree, Leboncoin

Little, or to be honest nothing, is known of the car's history. Judging by this Portuguese equivalent to an MoT certificate, it was last on the road in 2012

Eventually, I spotted a '*Cox*' on a site called Leboncoin (the good corner), the French equivalent of Gumtree. It was a '68 1500 and described as original, with matching numbers. It didn't look too bad, but it was far from original judging by the non-period colour, chromed engine tinware and the alternator conversion.

The car was in Portugal, which immediately put me off, but having



Purposeful looking sun blind appears to be a period Portuguese accessory

The car was transported from Portugal to Rennes in Brittany, but the delivery driver cleared off before Ian got there

opened up communication via email with the French vendor, who stated there was no serious corrosion, I didn't dismiss it completely. When pictures of the remarkably solid looking inner wings, floorpan and bumper hangers front and rear arrived, I made up my mind to take a punt. The deal was, pay half the money up front and pay the rest as it was about to be transported…

Leap of faith

With the money duly transferred, I waited. And waited. Two weeks later, having received several emails promising it was on its way, I was still waiting. It got me thinking how patient people must have to be when waiting for a car to arrive from the States. Then a chink of hope appeared in the form of an email that gave the name of the transport company in nearby Rennes where the car would be delivered. Quick to seize the opportunity of finding out precisely when it would appear, I unleashed the little bit of French I'd learnt and rang them. After a brief and very one-sided conversation, I put down the 'phone with a word still ringing in my ear that I didn't quite get the meaning of. Typing arnaque into Google Translate and seeing the word 'scam' appear, I could feel the colour draining from my face.

Managing to stand, I summonsed the courage to disclose my worrying revelation to my wife. "I think there's a problem with the Beetle," I mumbled feebly, wanting a big hole in the ground to swallow me up as I said it.

What followed wasn't pretty. It basically involved me shamefacedly admitting I had transferred a heap of 'our' cash to someone I didn't know anything about for a car I wasn't even sure existed. Bear in mind, usually when buying a vehicle I am super scrupulous and go through every garage receipt and invoice with forensic attention before parting with any money. Sometimes I even leave it until the final slurp of tea to make a decision.

> “Typing *arnaque* into Google Translate and seeing the word 'scam' appear, I could feel the colour draining from my face”

To cut a long and nail-biting story short, my wife, Emma, trawled the internet, found the vendor's number and called him to find out whether it was indeed a complete tissue of lies or whether it was kosher.

Breathing a huge sigh of relief, she came off the blower telling me it all sounded reasonably feasible after all and that the car would be delivered in the next couple of days. I'd been given a stay of execution.

Here at last

Two days later, a call came from the Portuguese lorry driver telling me, I presumed at least, that the car had arrived at Rennes. I drove to the transport company I had been given the name of previously, and there it was in the yard. The driver, obviously keen to hot heel it back south, had cleared off, leaving the keys for the car with the gate guard.

On first glimpse, it didn't look too bad. With a new battery connected, it spluttered into life and, before I knew it, I was behind the wheel piloting it the 40km home.

So it's here, it exists, it runs, and it's not full of rot. I'll be providing a more detailed assessment of what it's actually like once I am back from my next Relate meeting. ■

Primitive looking wooden cross was included in the sale

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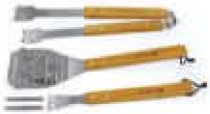

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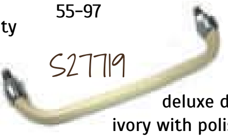

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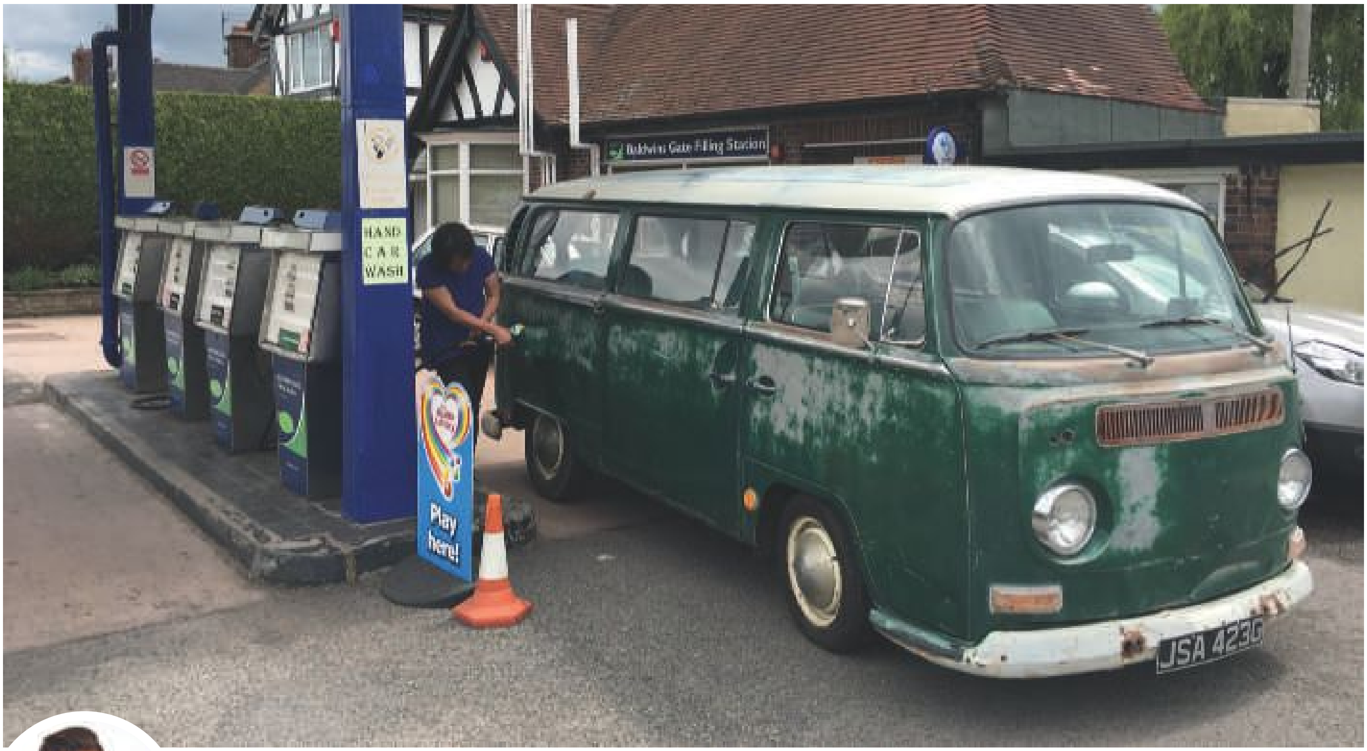
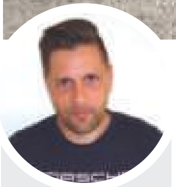




OWNER INFO

NAME: James Peene

JOB: Contributor

CARS: '69 Bay Window, '60 Beetle

WORK THIS MONTH: Buy a Bus and begin stockpiling parts for it

Another Peene machine

Greedy guts James has only gone and bought himself another cool VW

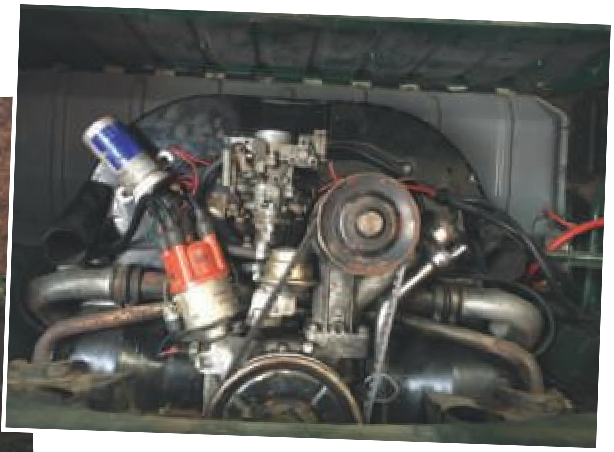
Those of you who read last month's staff projects will remember I signed off by telling you about my latest project. However, the new grand fromage, Mr. Cushway, kindly asked me back to divulge a few more details and so here it is, a nugget of purest green, my new-to-me '69 Bay Window.

Not so much a nugget, and not so much green, as green-ish with strong overtones of patina, my latest toy came about as a result of my girlfriend (that doesn't seem the right term at my age) Sophie, coming to Stanford Hall with me. It was her first VW show and, when I asked her which vehicles she liked most, she said "The messy ones with all the paint missing. I didn't expect to like those but the shiny ones just look like they're trying too hard. Those ones have soul." Okay…

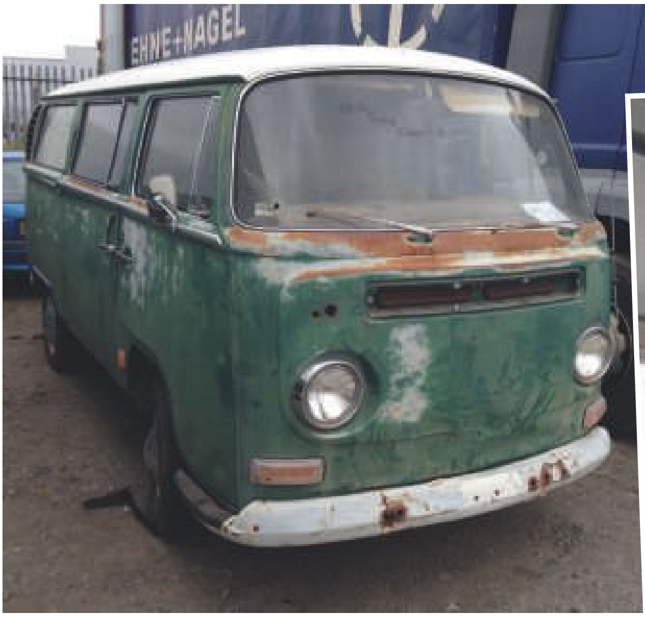
I wasn't expecting her to say that, but had to agree when she pointed out that as editor of *Camper&Bus*, I should really own a Bus. I couldn't fault her logic, so what's a man to do? I went straight out and bought one. Actually, that's not entirely true. I got myself on thesamba.com and began looking for likely candidates.

I had a good idea of what I wanted.

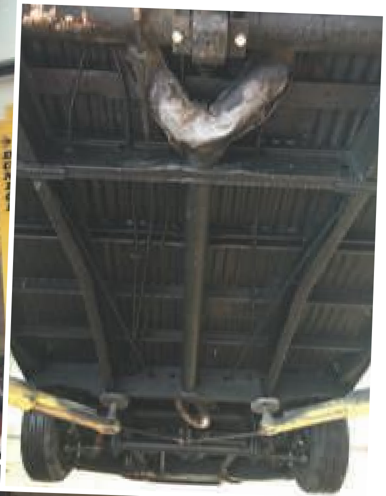
My new neighbours don't understand the patina thing. I've been asked when I'm going to paint it many times already



1641cc lump got me home okay but I'm not 100% convinced. It's missing lots of parts, including an air filter, which has now been sourced and fitted



This is it as it came into the country. Note the bullet holes in the nose, windscreen and bumper



I swung via Creative Coachworks on the way home from collecting it. The boys popped it on the ramp, gave it the once over, and fitted a replacement tail pipe. The verdict? It's a good'un

It already has a few bits and bobs, but I have a repro Westfalia interior coming

Those seat covers will have to go. As will the stock width beam and steel wheels. Big plans afoot...

It had to be an Early Bay in either Montana Red or Delta Green, ideally with a Westy interior, and preferably requiring little or no welding.

A couple of Buses pinged off my radar, but it wasn't until this Delta Green Deluxe popped up on eBay that I started to feel excited.

Shipped from Hanover to the US in 1969, I don't know anything about its former life other than it ended up in Arizona, where it spent a chunk of time soaking up the sun and the bullets of someone with the right to bear arms, before it was rescued and shipped to the UK. When it arrived on these shores there was a bullet hole in the windscreen, two more in the front panel and another bunch in the bumper. I like these, a lot, and as the windscreen has been replaced and the two wounds in the nose have been sealed, they're not causing any further damage, so will be staying. As will the patina. It's been waxed to protect it from deteriorating any further and I intend to keep it in its state of apparent decrepitude.

> "I intend to keep it in its state of apparent decrepitude"

The chap I bought it from had done a lot of the necessary work on it, which is what really sealed the deal for me. Already running, driving, MoT'd, lowered and registered, all I had to do was buy it, sort my insurance and drive it away. Which I did.

What welding it required has already been done, and that equates to a battery tray, a patch on the cargo floor and some on the cab floor. All of the window and door seals have been replaced, as has the headliner and much of the interior. Mechanically, the brakes have been gone through, the CV boots and axle gaiters have been replaced and there's a reconditioned gearbox and twin-port 1641 in the rear.

For what I paid for it, I think I got a billy bargain, and I'm tickled to death.

However, it's far from the finished article and, to that end, I've already been ordering parts for it. There are loads of odds and ends missing from the interior, so I think it must have been in a scrapyard where the parts vultures picked over it, so there are a few things to find there. More importantly, I want to go over the engine as I don't think it's running as smooth as it should be. New plugs, leads and service items will hopefully sort that.

It's currently on a stock-width beam with balljoint dropped spindles, but a new king and link set up, Porsche pattern discs and, of course, some fake Porker wheels are already winging their way to my door, so watch this space. It's taken me by surprise how much I'm loving owning a Bay again. So much so, I'm considering letting the Beetle go. ■

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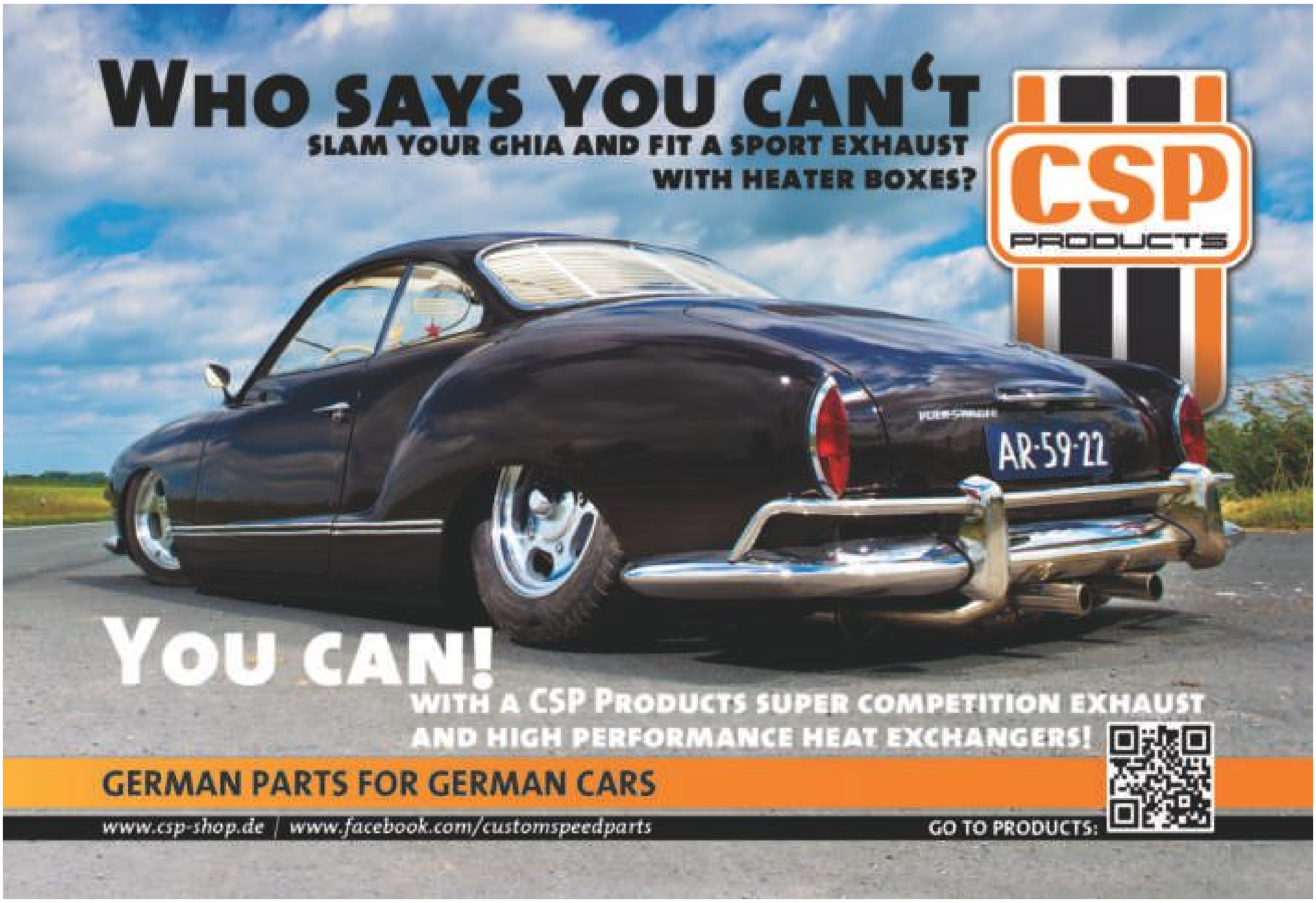

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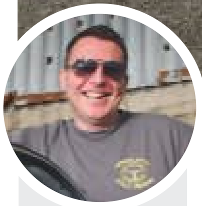


OWNER INFO

NAME:
Cathal O'Toole

OCCUPATION:
Recidivist rusty Beetle purchaser

CARS OWNED:
GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Finish the interior and wave goodbye

I loved you once…

After two years of draining my wallet, and not a single camping trip, the Bay is gone

If I look back years from now, I'll probably regret it, but there comes a time when you have to cut your cloth to suit your measure. We all have limited resources, be that time or money, and as much as I'd love to own one of everything, that's not possible. I have no reason to moan because I was extremely lucky to have been able to buy an unbelievably solid Bus from my friend, Paul Willcock, and I can't imagine ever owning another Bay with absolutely no rust, anywhere!

Why move it on? In simple terms, I've too much going on and something had to give. I'm time poor at the moment and, after spending two years of not using the Bus yet paying for engines, interior work and everything else, my heart just wasn't in it.

Ironically, I had just reached the point where the Camper was usable, and it's summer now too, but that pleasure falls to the new owners, who not only plan on camping in it this summer but also want to use it for their upcoming wedding later in the year. Well, it is white after all.

The last time you saw the Bus it was in Tommy's workshop and things were moving along nicely. Tommy installed the new pop-top headliner with the acoustic carpet, which smartened things up no end. Back in Graham's barn, I set

The bodywork may not be perfect, but I've been all over this Bus since buying it and have not found a spot of rust anywhere. This is definitely the best Bus I have ever owned

My generosity known no bounds. Not only did I fit new commercial-rated whitewall tyres before selling the old girl, I threw in some fancy valve caps, too

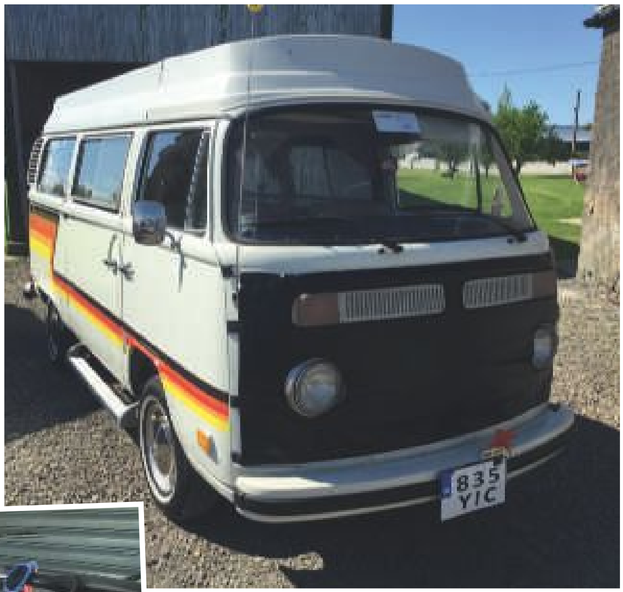
With the interior now finally finished, it's a lovely place to be. Shame I'll never get to use it for its intended purpose

Aircooled Accessories door pulls look smart against the freshly steam cleaned original door panels

to work with my steam cleaner, more out of curiosity than anything else, to see if the seats, door cards and dash would clean up a bit. It was only a week away from my first camping trip and I didn't have time to order new door cards, so I had nothing to lose. Elbow grease, the power of steam and a concoction of cleaning products saw the years of grime lift before my eyes. So impressed was I with how well the door cards turned out, I took a spin into my local Halfords to see if they had some speakers to fit the oval (-ish) holes cut in them by a previous owner. Success. They had some the exact shape, so I bought them and came home a happy camper, so to speak. I also fitted the new Aircooled Accessories door handles that have been sitting in my parts stash for months.

As I fitted the new curtains, the excitement of camping in my Riviera for the first time began to build up. And while sitting on the rock 'n' roll bed, pop-top raised, sun shining, admiring the results of my day's cleaning, I actually fell asleep for a few minutes. For the first time in my two-year ownership it felt like a proper Camper, and I loved it. Though clearly I didn't love it enough because, as soon as Garrett and Miriam made an offer, I signed it over and said over 'n' out to Bay ownership, before even taking it on that first camping trip I had planned to *The Bug Movie* premiere in Northern Ireland (I ended up going in my GT Beetle with a tent, but sleeping 'upstairs' in my friend Mikey's T4). Maybe if I had finished it sooner I would have kept it, but it never felt like mine so best let someone else enjoy what is an excellent Bus.

> “Maybe if I had finished it sooner I would have kept it”



I know, I need a lesson in photography. But, as you can see, I disagree with the statement that bras are only for tits!

You can't really see in this picture, but the stock seats also came up a treat after a session with the steam cleaner and some elbow grease

Also from Aircooled Accessories, one of the company's Nardi-style 16-inch wood rims really adds to the driving experience. Or I'm sure would if I had actually driven anywhere in my Bus

Now I can turn my attention back to my Cal Look Beetle project, which is currently sitting on Brian Kinsella's workshop floor in two pieces since the body and 'pan were blasted many months ago. Now I have no excuse not to get back onto that one right away. ■

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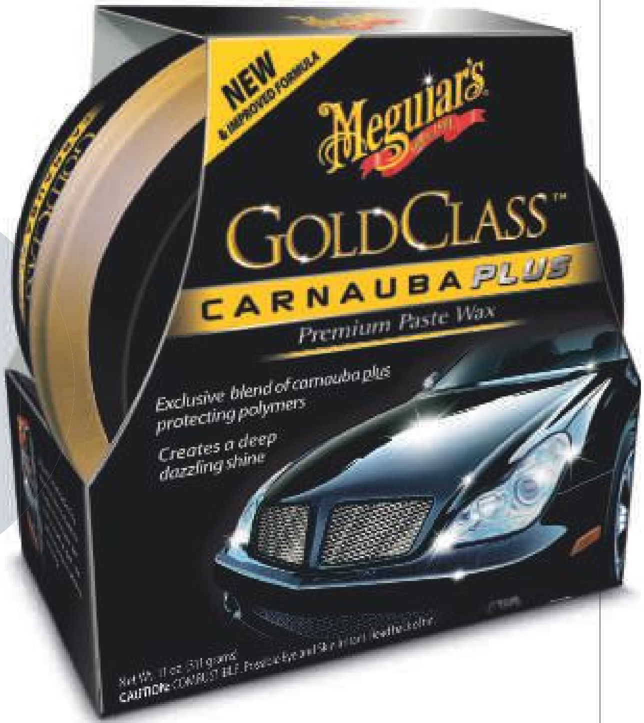
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Innervision

A few hours spent here will pay off in the long term

Words and photos Mark Walker

If you have an old VW with an original interior, you own quite a rare beast these days. So many original interiors have been replaced over the years, from OE-style re-trims to full custom jobs, that finding a 40+ year-old car wearing its original trim is becoming increasingly unusual.

Our '67 Swedish import Beetle was an attractive purchase, mainly due to the original cloth interior and other factory-fitted features, such as the beige running board mats. Sure, the driver's seat bolster has a little bit of wear through, but it's a small price to pay for such an original car. That being said, the front interior panels had suffered a little with damp, due to the plastic door membranes being missing. So, with the rest of the car looking so nice, we decided it was time we tidied the panels up. ■

JOB INFO

TOOLS NEEDED: Small flat-head screwdriver, cross-head screwdriver, long-nose pliers, small punch, hammer, various levers

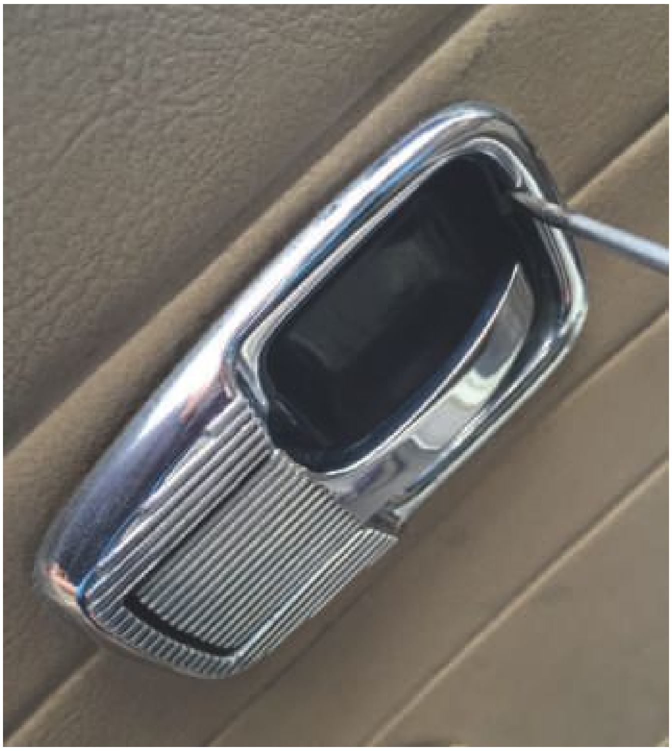
MATERIALS USED: Spray adhesive, foil tape

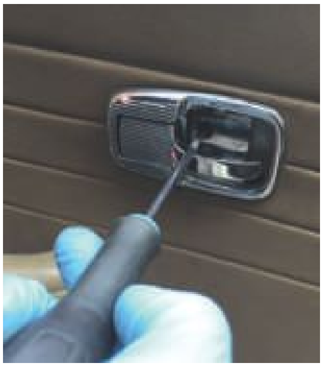
TIME TAKEN: 1-2 hours per side

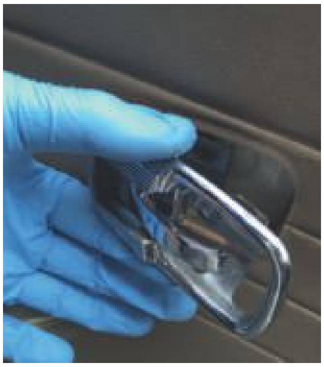
COST DIY: approx. £30 per side for parts and materials

PRO: approx. £100 per side parts and labour

^ The before shot: not bad, but it could be better

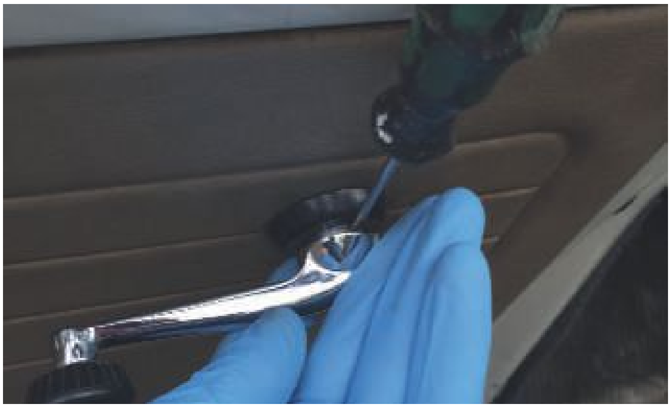






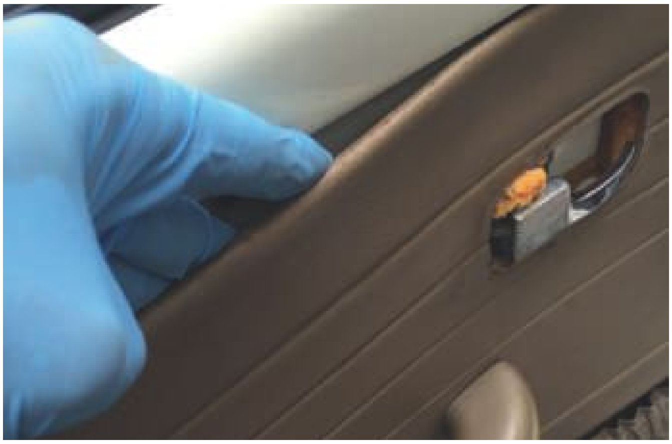
01 REMOVE INNER LATCH ESCUTCHEON: Before we can take off the interior panel, we first need to remove a couple of things. If you are working on a pre-1967 car, you can skip this step and move straight to step 2 as the interior handle on your car will be the same as the window winder handle on our '67.

The procedure for 1967-on cars is as follows: looking at the inner door handle, you will see the surround is either chromed steel or black plastic. The removal procedure is the same for both types. First prise out the inner black plastic cover by inserting a small, flat screwdriver into the notch at the front edge of the cover. Underneath, you will find a cross-head screw. Using a cross-head screwdriver, remove this, being careful not to drop it into the bottom of the door! The escutcheon can now be drawn off the handle. You may need to pull the handle out a little to do this

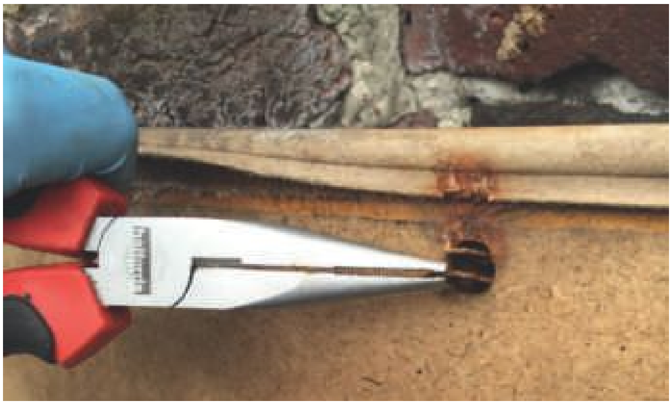


02 REMOVE WINDOW WINDER HANDLE: Up to and including the 1967 model year, the window winder handle is held on with a roll pin to stop it coming loose on the splined shaft. This is the same as the inner door handle through 1966. These can be a bit of a pain to remove and replace, especially with the circular escutcheon in place and the tension of the spring behind it, meaning you effectively need three hands to perform the job. To remove the handle, push the circular escutcheon inwards. You should now be able to see the head of the locating pin in the handle. Drive the pin out with a hammer and appropriately sized punch, whilst holding the escutcheon out of the way and getting ready to catch the pin when you knock it all the way through. Tap it gently and, with luck, it will stay in the handle and you won't be searching for it on your hands and knees. The handle should now pull off the splines, releasing the escutcheon, too.

On 1968-on cars, the winder handle is different. For these cars, gently pry off the plastic covering the metal handle, then use a cross-head screwdriver to undo the handle



03 REMOVE INTERIOR PANEL: Regardless of year, the door panels are held in place with a series of spring clips, which all need to be freed. In order to not damage the paint on the door, either use a plastic lever for this, or wrap a large, flat-blade screwdriver in several layers of masking tape. Push the lever in between the interior panel and the door and slide it along, popping the clips out as you go around. With all the clips free, on early cars the panel should be free to remove, on cars with an interior pull handle, the inner handle will be located by a metal reinforcement bar that hooks over a tang on the inside of the door. Lift the door panel up to unhook it



04 REMOVE INTERIOR PANEL CLIPS: In order to repair and reinforce the original interior panel, the original clips will need to be removed. You will probably find a few of them are broken, missing or rusty anyway. With new good quality clips now available, there's not really any excuse for re-using rusty old ones, unless you are an absolute stickler for originality.

To remove the clips, grab them with a pair of long-nose pliers and wiggle them off the panel and out of their holes, being careful not to damage the exterior vinyl of the panel. Some will come off easily, some will put up more resistance. Be patient.

If the millboard has been damaged by water, you may have no option but to cut another piece of hardboard, using the original as a template. Ensure it is the exact same thickness or you will have problems come re-assembly time

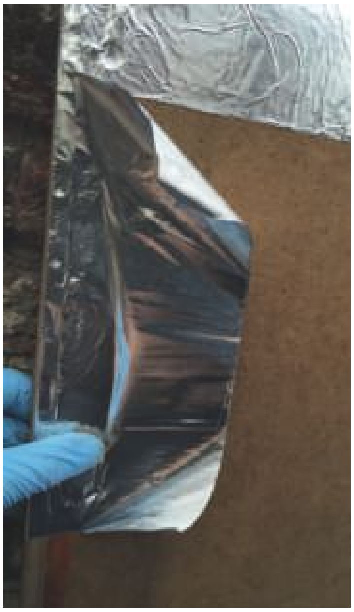
05 RE-GLUE VINYL ONTO BACKING: We were lucky that our panels were neither broken at the edges or too badly warped, so we decided to re-use them. The vinyl had peeled off around the edges and looked tatty, so the first order of business was to glue this back on.

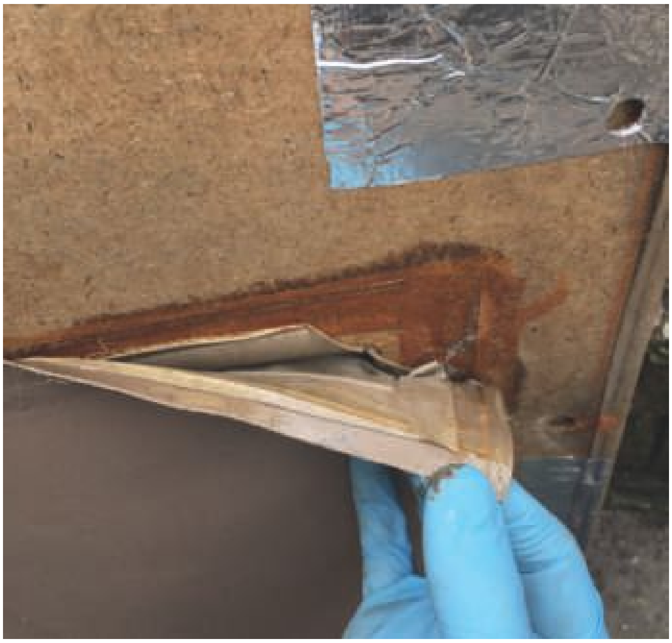
To do this, we peeled it back a little further, then sprayed some spray adhesive onto both the back of the vinyl and the board. You will need to follow the manufacturer's instructions and let the glue dry for a period of time, usually a couple of minutes, before pressing the surfaces together. It helps to smooth the vinyl outwards toward the edges from the front, before working the corners and backing pieces into place

06 REINFORCE REPAIRS:

Spray glue is fairly strong stuff, but we wanted to seal our panels from any more moisture, whilst making the repair as tough as possible, so we chose to go around the edges with foil tape, normally used in ducting or insulation. Offer up the pieces of tape and cut to size and shape first, before peeling off the backing, or you risk making a right mess. Stick the tape to the vinyl first, making sure it isn't visible from the front of the panel, before smoothing it inwards.

Once you have all the tape done around the repaired areas, add some further tape along the edges you haven't repaired, just to prevent it coming unstuck in the future

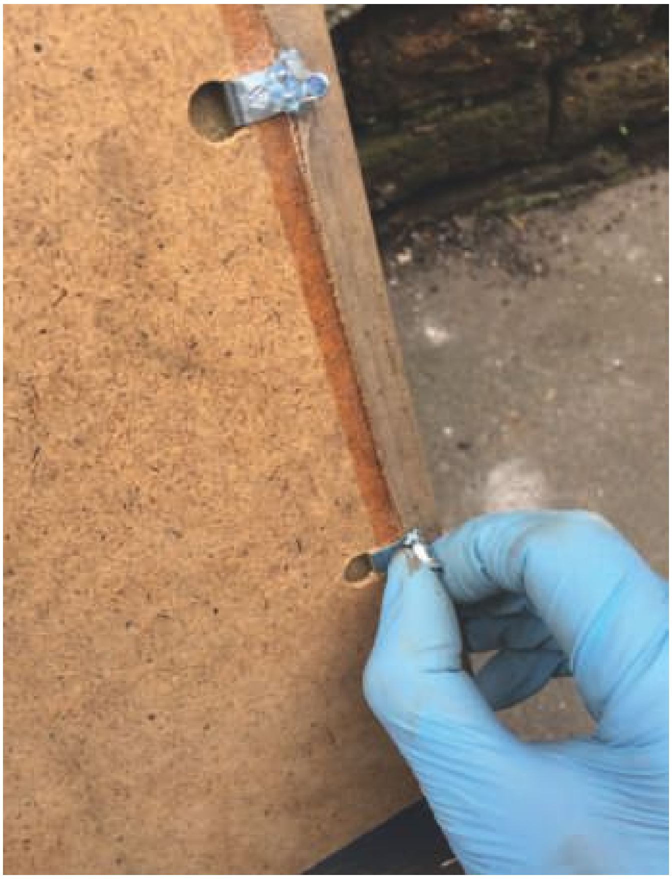




07 REPAIR DOOR POCKET:

On tired door panels, it is very common for the door pocket to sag inwards, trying to make a hasty retreat into the inside of the door. It's easy to repair this though, again by re-glueing with spray glue, then reinforcing with tape.

Be careful you don't get glue on the front (visible) surface of the door pocket as it's a pain to remove. Again, wait until the glue has gone tacky before pressing the two surfaces together then, when it is dry, tape around the entire perimeter on the reverse of the panel

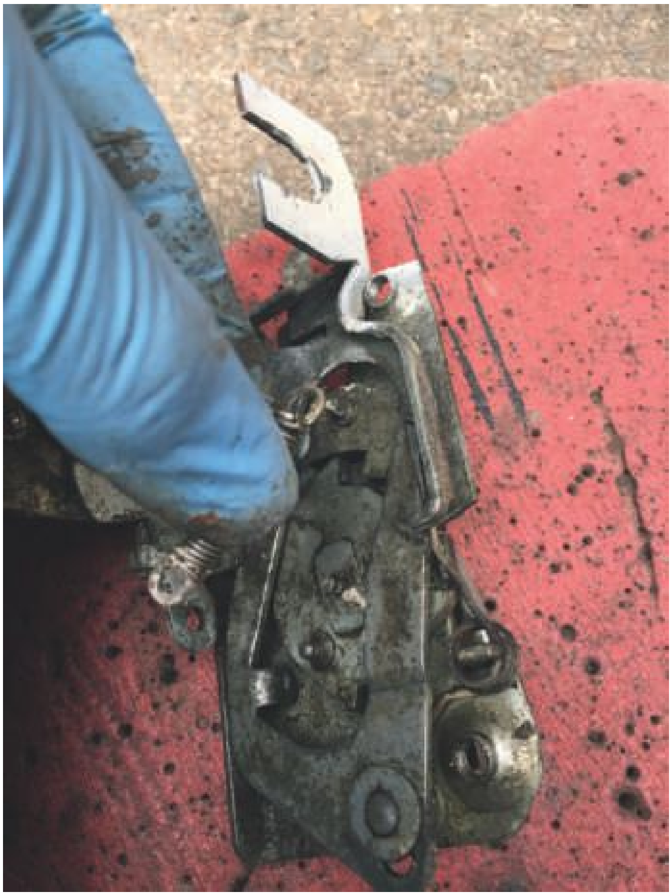


08 FIT NEW CLIPS AND DOOR BUNGS:

You are now ready to fit the new interior panel clips. Before you do so, work carefully around the back of the panel with a cross-head screwdriver, or similar, in order to poke holes through the reinforcing tape so that you can fit the clips.

Once the holes are made, push the clips through the holes and locate in position. They usually overlap the vinyl at the edges of the panel.

The rubber door bungs are located in the holes on the door itself. Check these are all intact, replacing any missing or damaged ones



09 **CHECK / LUBE DOOR MECHANISM:** Before you re-fit your repaired panel, pay a little attention to the door mechanism as it will probably be a long time since it was cleaned or lubricated. On our car, we had a problem with the latch, which turned out to be a missing spring (which was subsequently found in the bottom of the door), so we needed to effect a repair, using a couple of blobs of weld to stop the spring coming off in the future.

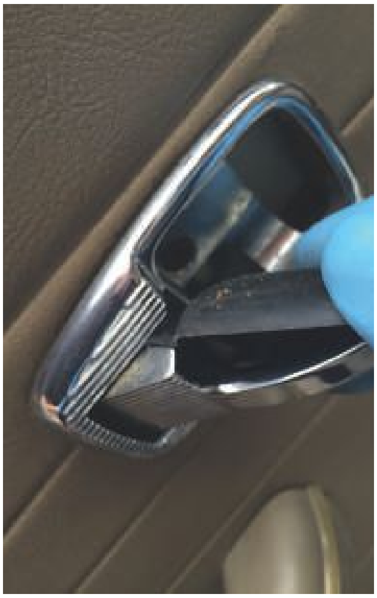
If your latch is working okay, a soaking with spray lubricant whilst working the latch back and forth will do wonders for it. We chose to soak our latch in thinners when it was removed from the door and then coat all moving parts with spray grease. Before you fit the panel in the next step, give the door a good clean while you can get to the areas behind the panel

10 **RE-FIT INTERIOR PANEL:** If you need to hook the handle over the hook on the door, as we did, it makes life easier if you grasp the panel top and bottom and make the front of the panel slightly concave, before hooking the steel bar over the tang on the door. Once this is done, don't forget the coil springs behind the interior handles, if present, before you clip the panel on.

To do so, work around the door, fitting the clips in place as you go. There's a trick to this: before you push a clip fully home into the door, make sure you have the next clip lined up in the next hole, otherwise there is no room to manoeuvre

11 **RE-FIT INTERIOR HANDLES:** If your car is a post-1967 Beetle, be extra careful not to drop the escutcheon screw inside the door as you attempt to re-fit it. I did, twice. If you do, you have no option but to remove the panel again to retrieve it.

When re-fitting the early-style handles, it helps to have a friend push the escutcheon inwards, while you try and line up the handle, punch and hammer in hand to drive the pin back into place. With all this done, you can stand back, admire your handiwork, and call it a job well done



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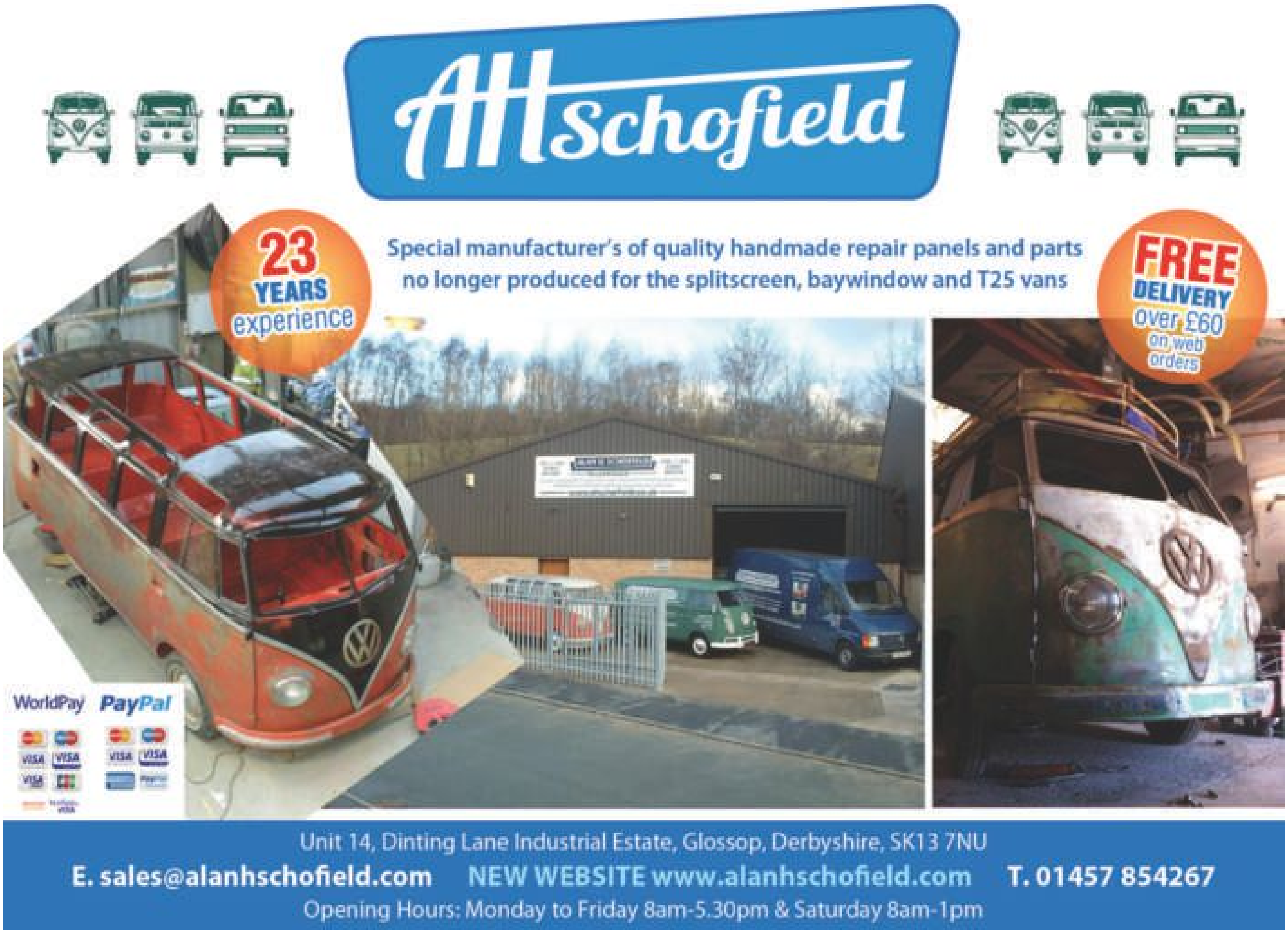

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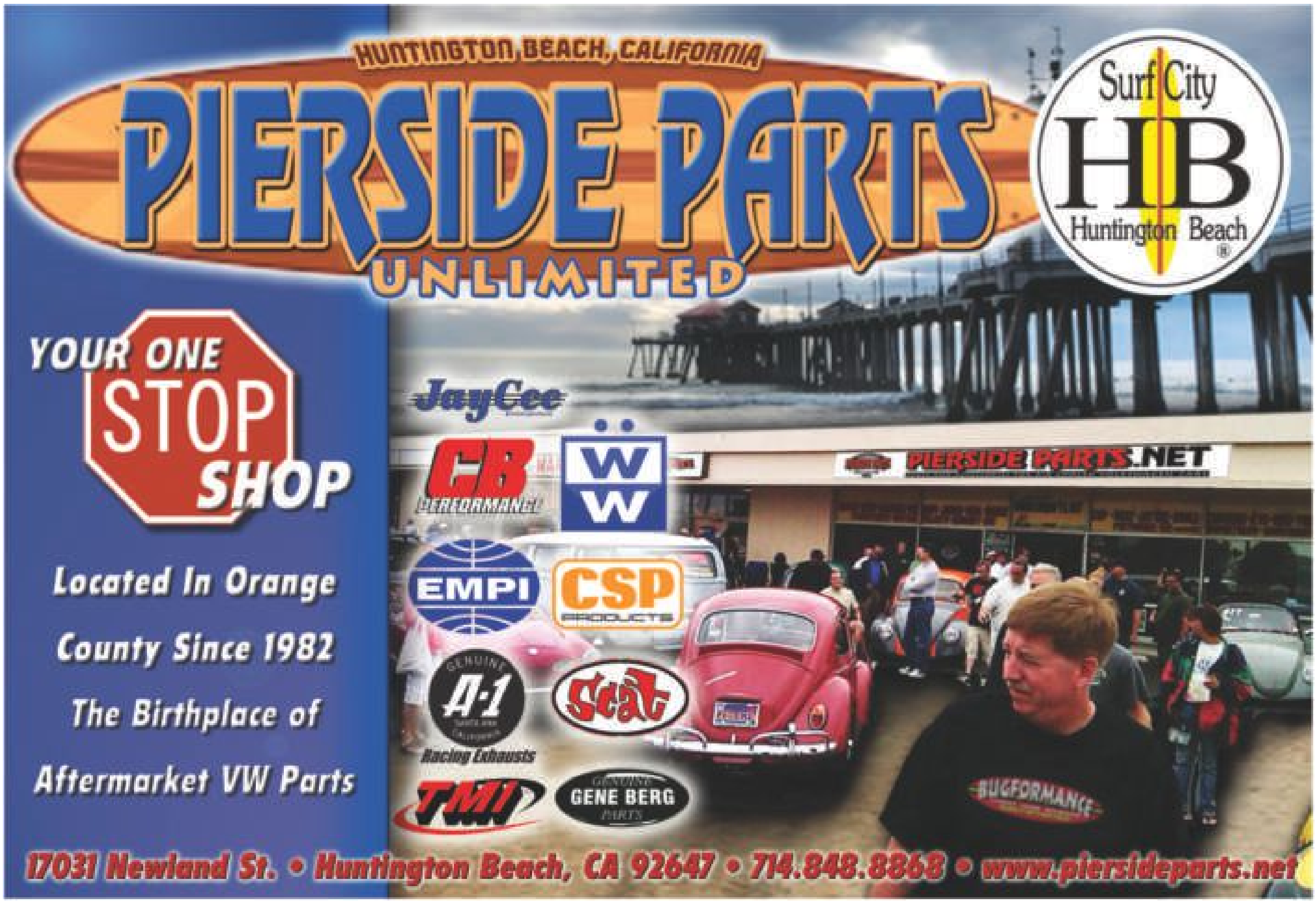
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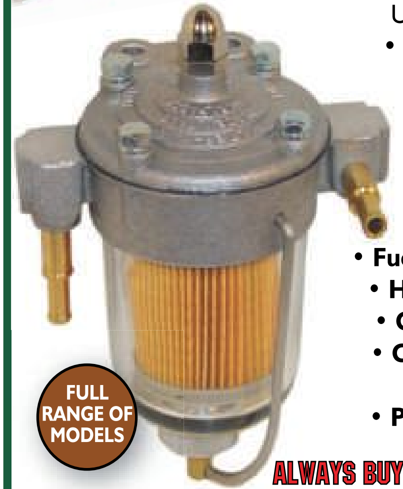

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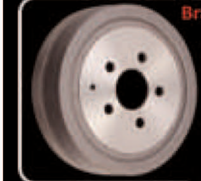
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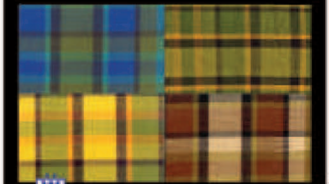
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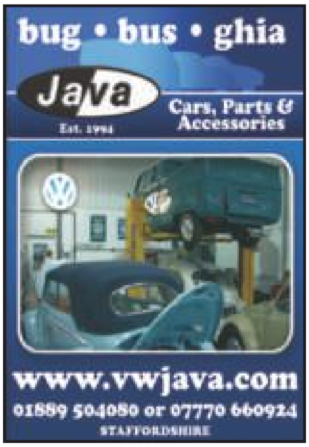
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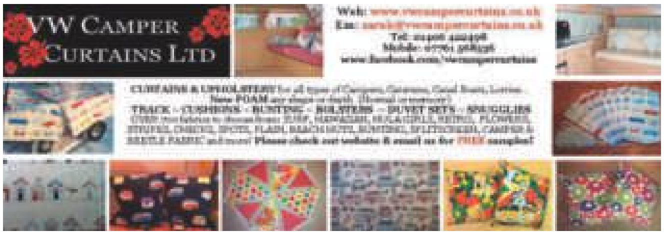
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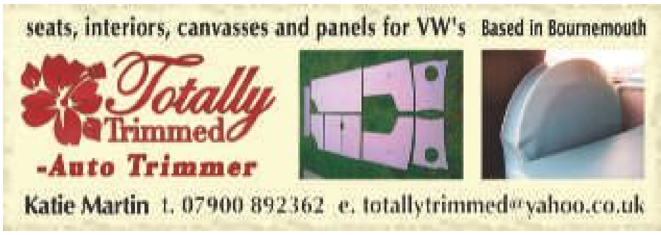
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2014, 23178 miles, £29,995. June 2014. Candy White. Cruise Control. Rear Parking Sensors. Grab Handles front & rear bumpers. Colour coded door mirror housing and handles. Stainless Steel Side Bars 20 Stormer Twist Alloys. West Midlands. 07801 239781 (HR)

VOLKSWAGEN T5 CAMPER VAN CONVERSION

2007, 76,000 miles, £27,995. A spectacular one off custom build camper conversion, this vehicle is a must see and has been modified to the highest standard. Full service history and has low mileage. Cheshire. 07775 576265 (HR)

VOLKSWAGEN T5 DSG CAMPERVAN

2011, 69,000 miles, £30,750. Elevating roof, awning rail, drive away awning with inner bedroom and canopy poles, 20 inch ÒInvetinch alloy wheels load rated, VW locking wheel bolts, factory fitted Westfalia detachable tow bar with 7 pin electrics, VW rear Caravelle lights, electric heated and folding door mirrors, door handles. Worcestershire. kimsmith852@gmail.com (HR)

VOLKSWAGEN T5 HIGH TOP CAMPERVAN 1.9 TDI

124,000 miles, £15,250 ONO. Rock n' Roll double bed with 2 seatbelts. Swivel front passenger seat. Smev double hob and grill. Fridge. Leisure battery. Nottingham. 07971 836585

VOLKSWAGEN T5 TRANSPORTER

2005, 89,590 miles, £26,750. MOT to 1st Feb 2017, FSH, 2 owners from new. 2 new tyres Jan 2016, New brake discs and pads Jan 2015, RHD, ABS, PAS. Bristol. 07802 757561 (HR)

VOLKSWAGEN T5 UNIQUE CAMPER

152,000 miles, £12,950. Unique T5 in Candy White. Black, white and all chrome one off styling. No VAT. The van has always been looked after and all of the styling and conversion version are brand new. Devon. 07935 841480 (HR)

VOLKSWAGEN TRANSPORTER 78PS

1986, £5,000. D,1.9. white, petrol. Conversion by Mayfair. MoT Tested until June 2016. New Dash Panel and Speedometer. Renewed 4 Suspension Ball Joints. New rubbers fitted to Tie Bars. 240v Hook Up. Cycle Rack. East Midlands. 01246 569778 (HR)

VW T5 CONVERSION

£18,000. Comes with rock and roll bed, certificated gas hob and sink, 12 and 240 volt electrics, front passenger seat swivels. Electric windows and front fog lights. Gutter rail fitted for drive away awning, lowered suspension and 20 inch low profile alloys, a very comprehensive log of all maintenace. Ebbw Vale. 07854 449476 (HR)

The Standard Superior

Before the Volkswagen Beetle we know and love today, there was another Volkswagen. And another Beetle. Both were the brainchild of the same engineer

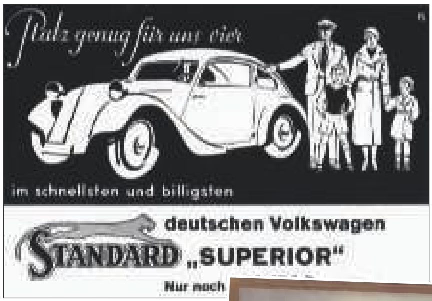
Words
Richard Gunn

When the Beetle appeared in the 1930s, it was a neat package… but it 'borrowed' heavily from elsewhere. We've already looked at the Tatra V570, but there's another big contender as the car that most influenced the Beetle. It was called the Standard Superior, was built from 1933 to 1935, and was dubbed 'Volkswagen' years before that title was awarded to its much more famous and successful protégée.

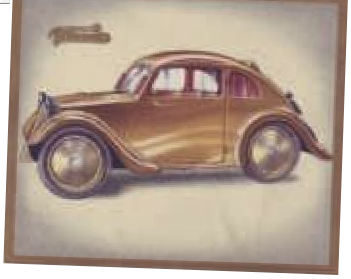
Its creator was Josef Ganz, a talented and innovative engineer who had the misfortune of being both Jewish and a German resident, at a time when these two qualities weren't mutually compatible. He was born in July 1898 in Budapest, to a Hungarian mother and German journalist father. The family relocated to Vienna and then to Frankfurt, where Josef joined the German navy for the final years of World War One. This fed his love of technology, as did the mechanical engineering studies he took up after the fighting stopped. He began thinking about building a small car affordable to the masses, producing sketches during the mid-1920s that might seem a little familiar – of machines with streamlined bodies, swing axle independent suspensions and rear-mounted engines. But nobody followed these up. Instead, Josef started writing for motor magazines for a living. In 1927, he became editor-in-chief of *Klein-Motor-Sport*, which later changed its name to *Motor-Kritik*. That gave him the outlet to promote his concepts, although his attacks on the mainstream German car industry didn't win him many friends. "Josef Ganz attacked the old and well-established auto companies with biting irony and with the ardent conviction of a missionary," was Volkswagen boss, Heinz Nordhoff's, later assessment of him.

> "a small car affordable to the masses"

Nevertheless, in 1929, he started talking to manufacturers about building a prototype car. One, the Ardie-Ganz, appeared in 1930. It was followed in May 1931 by the Maikafer, which in English translates as 'May Beetle'. And, yes, it was Beetle-shaped, albeit low and open-topped. Future 'father of the VW Beetle', Ferdinand Porsche, even borrowed it for test drives. Thanks to the Maikafer, Ganz was given a job as a consultant engineer with BMW and Daimler-Benz. His ideas were most enthusiastically seized by Standard Fahrzeugfabrik though, which put a very Beetle-like model into production for 1933. The Superior had similar lines to the yet-to-be-born Volkswagen Beetle, with a tubular backbone chassis, air-cooled, rear-mounted engine, independent suspension and rear swing axles. It was also advertised as a people's car – or, in German, Volkswagen. Intriguingly, its logo was a leaping big cat, almost exactly the same as that adopted by Jaguar post-war. This small car would have a surprisingly big effect, it seems.


Platz genug für uns vier
im schnellsten und billigsten
deutschen Volkswagen
STANDARD „SUPERIOR"
Nur noch

Looks and sounds familiar? The Beetle-shaped Standard Superior 'Volkswagen' in 1934, complete with its leaping Jaguar logo



The air-cooled, rear-engined Standard Superior had a very similar profile to the rather more famous, Porsche-penned car it clearly influenced

There's no doubt the innovative Superior popularised the idea of a small, cheap, rear-engined car in Germany, but it was noisy, hot and slow, with an underpowered 396cc engine. Thus it wasn't a success. However, Ferdinand Porsche was familiar with it and its innovations, while Adolf Hitler saw it and was intrigued and impressed. But he was much less keen on the man behind it being Jewish.

In May 1933, Ganz was arrested by the Gestapo, accused of blackmailing the German car industry. He was released and fled to Liechtenstein in June 1934. That same month, Hitler commissioned Porsche to design what would become the Volkswagen Beetle.

The unknown engineer

Ganz settled in Switzerland, where plans were formulated for mass production of a new small car, financed by the government. But World War Two and court battles meant only a few were built. France was his next destination, in 1949, where he again worked on another small car. By now though, Volkswagen, with its car heavily influenced by his philosophy, was becoming too established and successful. In 1951, he emigrated to Australia where he worked for General Motors' Holden division. He died, relatively unknown, after several heart attacks in 1967. Volkswagen had invited him back to work for the company, but his ill health had prevented this.

West Germany had wanted to award him the Officer's Cross of the Order of Merit in 1965, but it was denied by Australia. And when James May chose his selection of cars that changed the world at 2015's London Motor Show, a Standard Superior was among them. "Without Ganz and the Standard Superior, the Beetle would probably have been very different," he said. ■

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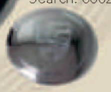

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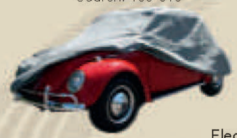

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